

# **Decatur Township**

## **Comprehensive Land Use Plan**



*Prepared by:*

Department of Metropolitan Development

Division of Planning

Indianapolis-Marion County, Indiana

Adopted December 4, 1991



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# Decatur Township Comprehensive Plan

## Introduction

Decatur Township is located in the southwest corner of Marion County. The township has many attractive features which make it unique in comparison to other Marion County townships. These features include the undeveloped land along the White River; the Indianapolis International Airport; and large areas of undeveloped land that are planned and zoned for industrial use. Detailed data on population, land use, zoning, transportation, schools, utilities, and other township characteristics are included in a background information document entitled *Decatur Township Comprehensive Planning Study Data Inventory*.

The Department of Metropolitan Development's Division of Planning compiled background information in preparation of the Comprehensive Plan revision. The *Data Inventory* was used during the planning process to examine development trends, identify areas with infrastructure services, environmental constraints, and thoroughfare needs. A Township Planning Committee was formed to generate ideas and make recommendations for land use changes. The planning committee meetings were conducted in 'town meeting' fashion and any individual who chose could attend. The planning process for Decatur Township included eight committee meetings which resulted in the plan recommendations contained in the Land Use Plan Map and this plan document.

The Decatur Township Comprehensive Plan revision, a part of the Comprehensive Plan for Marion County, is comprised of this document, its accompanying Decatur Township Comprehensive Land Use Plan Map, and the Official Thoroughfare Plan for Marion County. This Decatur Township document is intended to be used with the other parts of the Comprehensive Plan for Marion County, including the narrative portion of the county-wide plan.

## Township Population and Land Use Characteristics

The following Decatur Township characteristics were identified in the *Decatur Township Comprehensive Planning Study Data Inventory* and planning committee process. The Comprehensive Plan responds in some way to each of these characteristics.

- *Decatur Township is primarily rural.*
  - In 1990, Decatur Township had the lowest population (21,092) of all townships in Marion County. The township's overall density, in terms of persons per acre, was the second lowest in Marion County in 1990 at 1.04. This compares to the lowest, Franklin Township (0.81 persons per acre) and the highest, Center Township (5.0 persons per acre).

- Nearly 70% of the township is undeveloped, and thus it is one of the least developed townships in Marion County.

*Comprehensive Plan Response* - Although the Comprehensive Plan recommends uses for all township land, parts of the township could remain rural throughout the next century if the development trends of the past thirty years continue. Compared to the 1984 Comprehensive Plan, this plan recommends more Very Low Density Residential development, which coincides more closely with the township's rural character (see Table 1).

■ *The township's population is growing.*

- Between 1980 and 1990, the township population increased by 8%, ranking Decatur Township's growth rate fourth in Marion County after Pike (+78%), Franklin (+30%), and Lawrence (+24%) Townships. At the other extreme, Center Township had a 12% decrease in population.
- As a result of population growth, the amount of land developed for residential land uses in Decatur Township increased. Consequently, schools, roadways, sewer and water systems were expanded.
- Persons under 18 years old made up 30% of the 1990 Census population for Decatur Township, an increase from 16% in 1980. The result of that increase is a larger household size and a steady increase in township school enrollments.

*Comprehensive Plan Response* - The plan encourages development in areas already served by school, roadway, sewer and water systems. Also, the plan recommends that development not over burden these systems.

■ *Residential development has occurred throughout the township.*

- Between 1960 and 1980, over half of the single-family homes were built in the south section of the township. Much of this development was the expansion of existing subdivisions and small (one-acre) metes and bounds tract development along existing roads.
- All of the township's new rental (multi-family) units were located in the northern section of the township.

Table 1

Decatur Township

Comparisons of Existing Land Use and Comprehensive Plan Recommendations

Land Use Category	1988 Existing Land Use		1984 Comprehensive Plan Land Use Recommendations		1991 Comprehensive Plan Land Use Recommendations	
	Acres	% of Twp.	Acres	% of Twp.	Acres	% of Twp.
<b>Residential</b>						
Very Low Density	1,479.0	7.3	3,022.0	14.9	5,255.5	25.9
Low Density	1,130.0	5.6	8,032.5	39.6	5,246.5	25.8
Medium Density	260.5	1.3	1,229.0	6.1	591.0	2.9
Total	2,869.5	14.1	12,283.5	60.5	11,093.0	54.6
<b>Commercial</b>						
Office	1.8	0.0	*	*	142.0	0.7
Retail	69.0	0.3	*	*	465.0	2.3
Total	70.8	0.3	404.0	2.0	607.0	3.0
<b>Industrial</b>						
Light	145.0	0.7	1,628.0	8.0	395.0	1.9
Heavy	25.5	0.1	1,189.0	5.9	1,248.0	6.1
Airport Related	**	**	**	**	670.0	3.3
Total	170.5	0.8	2,817.0	13.9	2,313.0	11.4
<b>Public/Semi-Public</b>						
Parks	191.5	0.9	346.0	1.7	1,457.0	7.2
Special Use****	211.0	1.0	1,075.0	5.3	1,455.5	7.2
Airport	2,150.0	10.6	3,053.5	15.0	3,053.5	15.0
Interstates	717.3	3.5	322.0	1.6	322.0	1.6
Total	3,269.8	16.1	4,796.5	23.6	6,288.0	31.0
<b>Vacant or Agricultural</b>	13,920.4	68.6	***	***	***	***
<b>Total, All Categories</b>	20,301.0	100.0	20,301.0	100.0	20,301.0	100.0

\* The 1984 Comprehensive Plan did not differentiate between office and retail commercial uses.

\*\* The 1984 Comprehensive Plan did not include an 'Airport Related' land use category; 1988 land use tabulations do not include 'Airport Related' land uses.

\*\*\* The 1984 and 1991 Comprehensive Plans assume full development of the township, with no vacant or agricultural land.

\*\*\*\* The 1991 Comprehensive Plan land use acreage total for Special Use includes indexed Urban Conservation.

- The northwest portion of the township experienced a decrease in the number of single-family homes due to airport expansion and related purchase/demolition programs.
- Residential development will continue at the periphery of existing subdivisions. New subdivision development could occur as industrial sector development and subsequent employee demand for single-family homes increase.

*Comprehensive Plan Response* - The Comprehensive Plan recommends less residential in the northwest portion of the township and lower density residential land uses for areas that are environmentally sensitive such as woodlands and wetlands.

■ *The township's roadway and sewer systems have under-utilized capacities.*

- All of the arterial roads currently operate far below capacity.
- The Valley Mills interceptor sewer, which extends east-west along Thompson Road, has a large carrying capacity that could potentially support the development recommended for west-central Decatur Township.

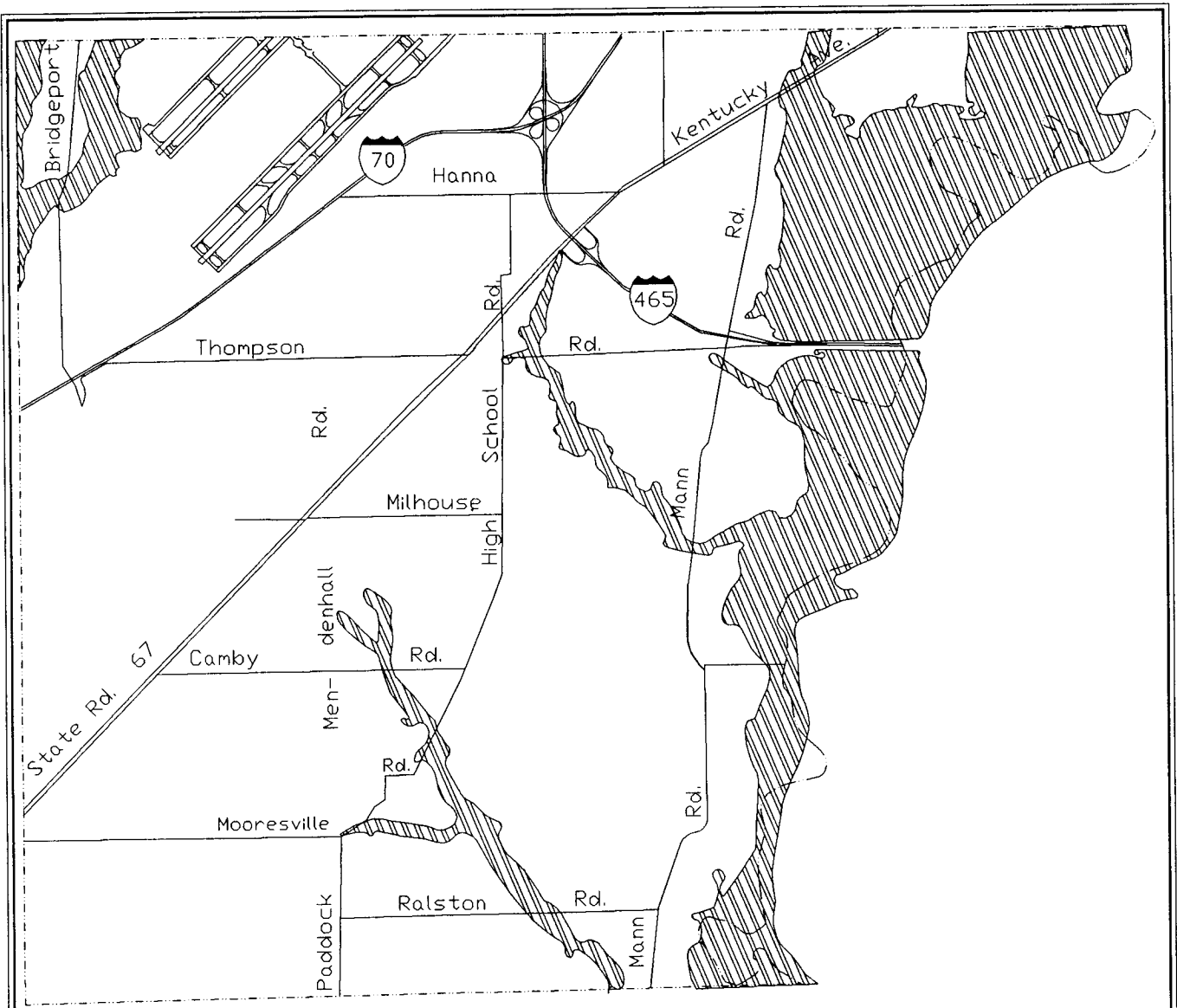
*Comprehensive Plan Response* - The Comprehensive Plan recommends land uses appropriate to the capacities of the infrastructure -- i.e., the roadway, sewer, and water systems. The plan recommends that all new developments provide or make commitments for the provision of necessary upgrades to or expansions of infrastructure.

■ *The White River and Goose Creek are important natural features of the township.*

- These waterways are particularly prone to flooding and each stream valley contains significant wetland and woodland areas (see Maps 1, 2, and 3).
- Little development has occurred to date along these waterways, which increases the feasibility of establishing linear parks within their floodways and flood plains.

*Comprehensive Plan Response* - The Comprehensive Plan recommends establishing linear parks along the White River and Goose Creek. The plan recommends other park uses, along with Low and Very Low Density Residential development, adjacent to the floodways. The plan strongly discourages development in wetland and floodway areas.





Map 1  
Decatur Township  
Generalized Floodplains

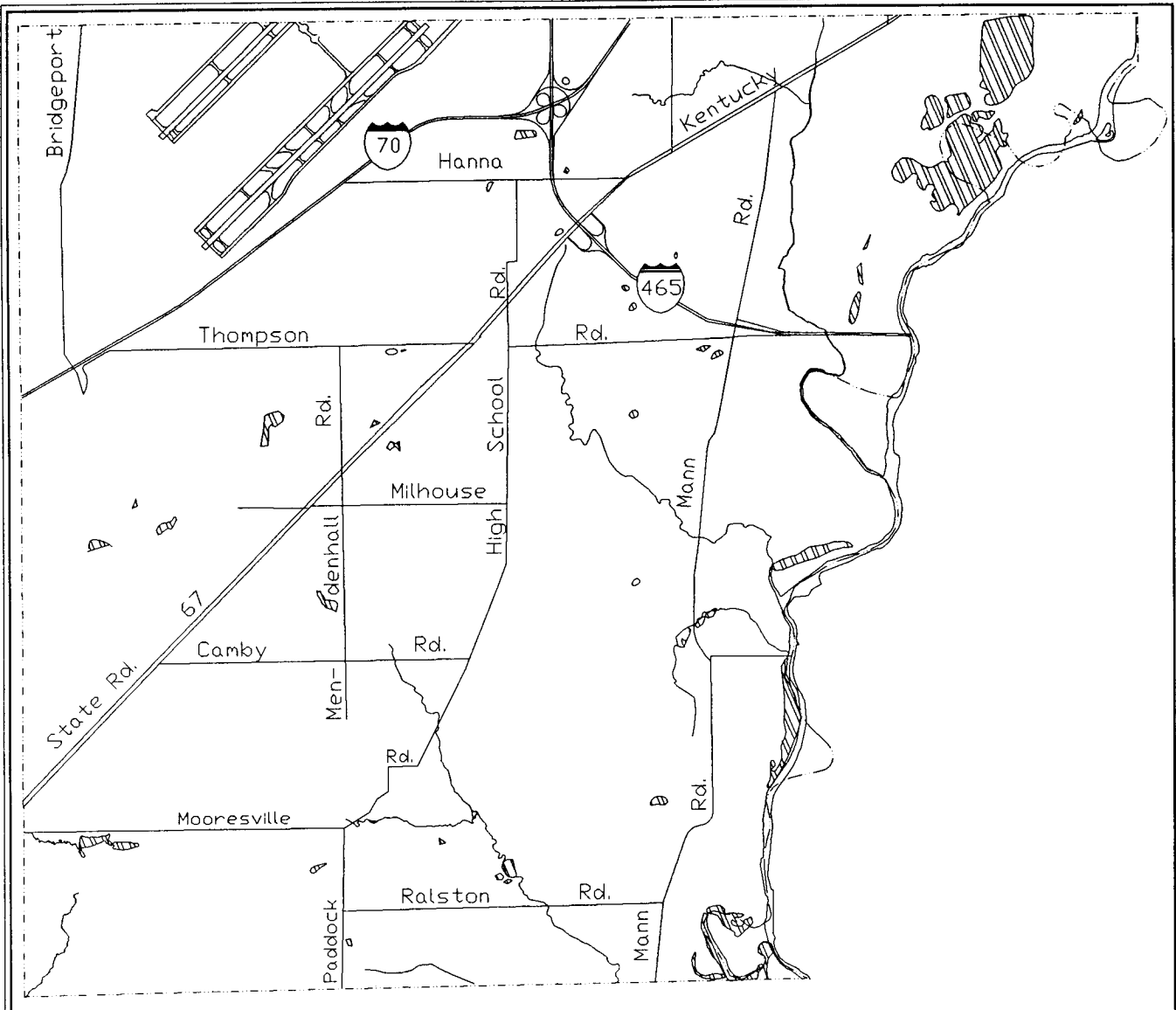
 100-Year Flood Boundary

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Map 2  
Decatur Township  
Generalized Wetlands

 Wetland Area

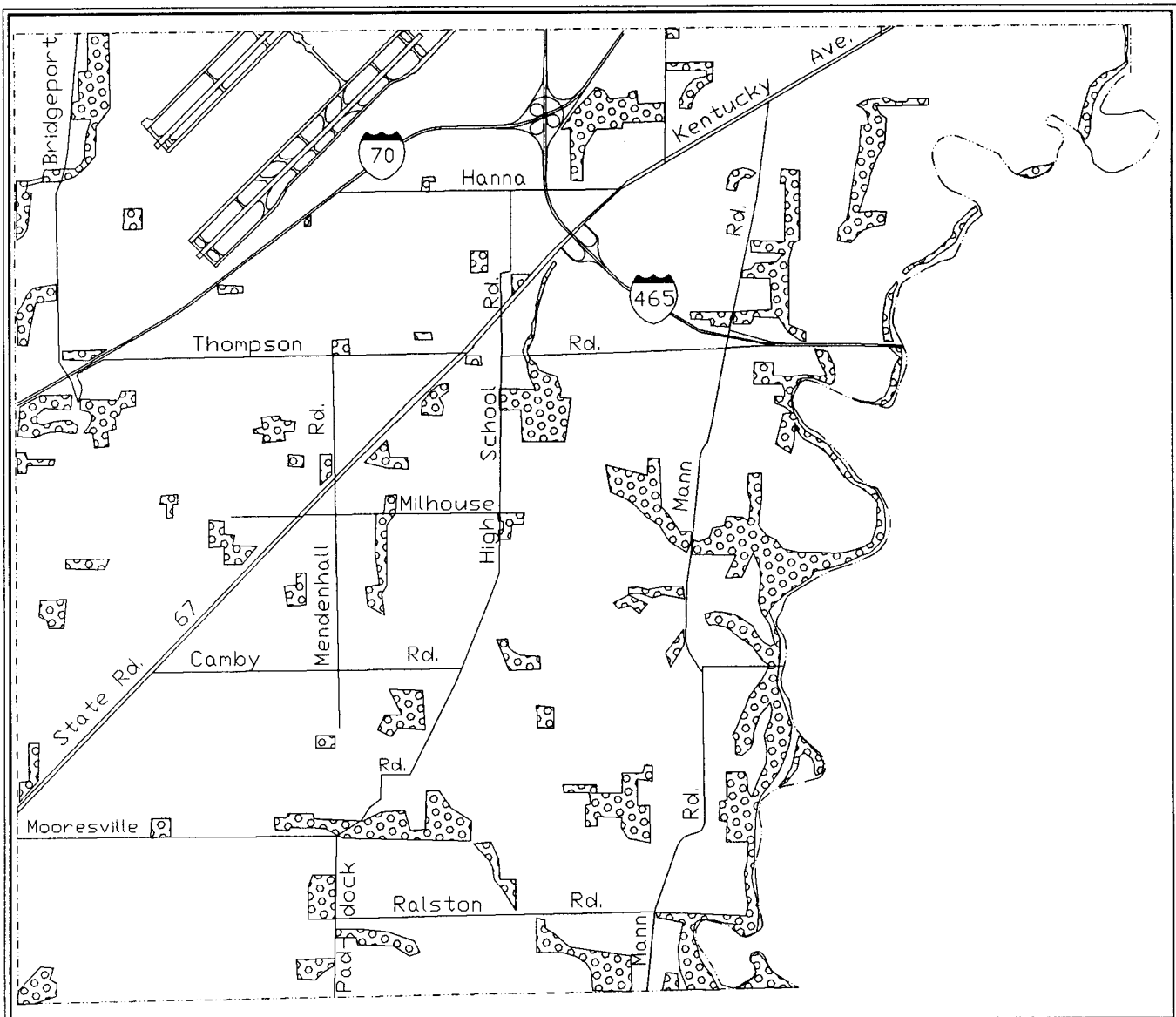
Source: U.S. Fish and Wildlife Service National Wetlands Inventory, 1990.

This map is not exhaustive. It includes most non-stream wetlands of ten acres or more. For more complete information, refer to the National Wetlands Inventory or the USDA Soil Conservation Service.

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Map 3  
Decatur Township  
Generalized Woodlands

 Wooded Area

Source: Division of Planning Aerial Photographs, April 1990.

Note: This map is not exhaustive. It includes most woodlands of ten acres or more.

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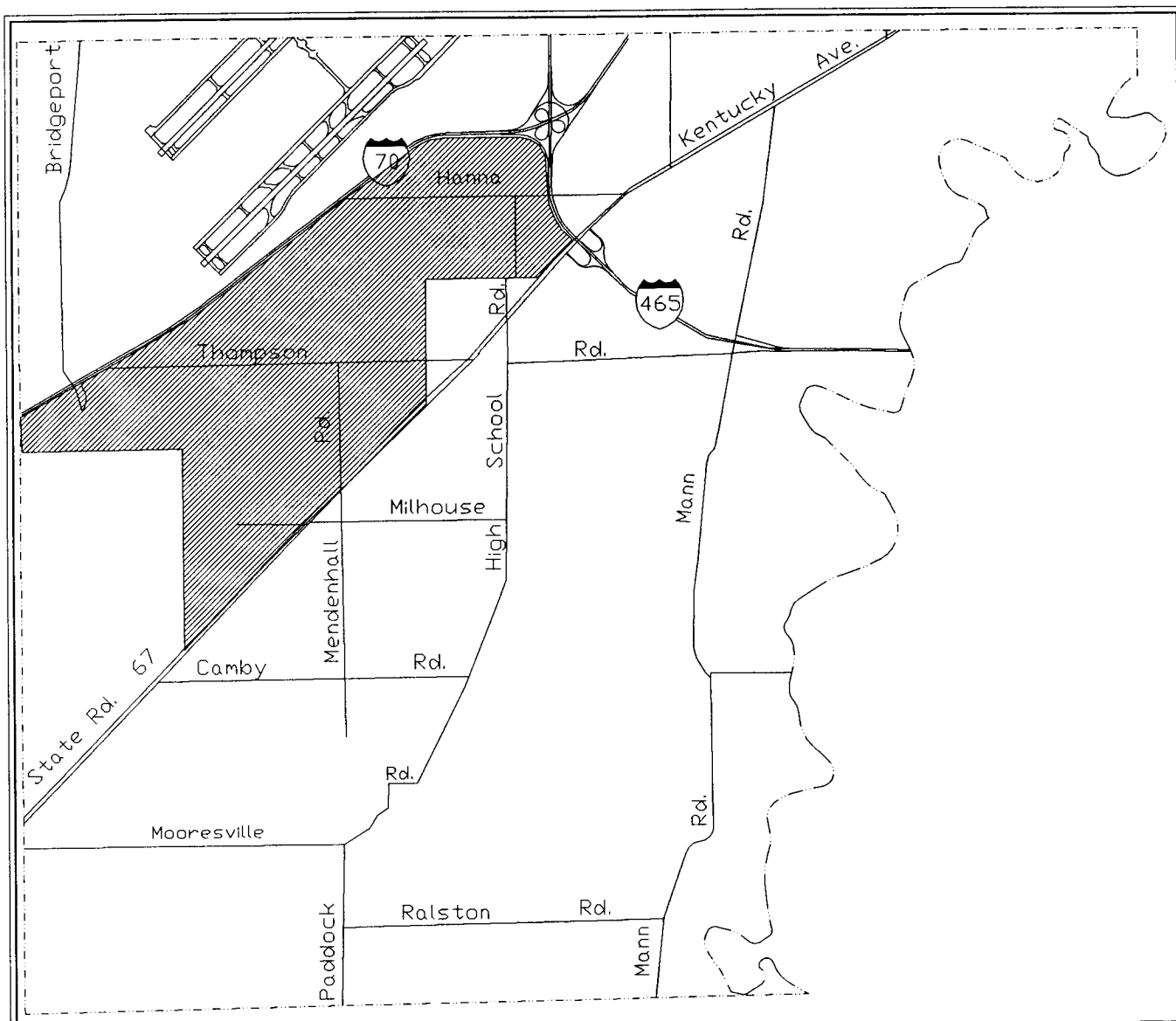
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- *Decatur Township currently has limited commercial and industrial development.*
  - Nearly all industrial development (170 acres) is located near I-465 and I-70 in the north central portion of Decatur Township.
  - During the next ten years, new industrial development is expected to occur in the northwest portion of the township in the area surrounding the proposed Bridgeport Road connector, southeast of the proposed I-70/Bridgeport Road interchange.
  - Almost all of the 70 acres of existing commercial office and retail development in Decatur Township are located along Kentucky Avenue.
  - Decatur Township sewer interceptors do not currently extend south of Southport Road. Likewise, most Indianapolis Water Company facilities do not extend south of Southport Road or northwest of Kentucky Avenue. Limited access to sewer interceptors and water service increases the cost of most major development in Decatur Township. To encourage significant industrial and commercial development, these utilities will have to be extended into the unserved areas of the township.

*Comprehensive Plan Response* - This Comprehensive Plan recommends that future commercial and industrial development occur near the airport, interstate interchanges, arterial roads, and the railroad in order to make available to those land uses valuable transportation facilities and infrastructures. Also, the Plan fully incorporates the land use and strategic planning recommendations contained in the Airport Industrial Development Plan (adopted in August, 1990; see Map 4). That plan encourages development through the establishment of an Economic Development Area which was designated in April, 1991.

- *Decatur Township's tax revenue is limited because there is little commercial and industrial development and there exists a large amount of public and semi-public land use.*
  - Commercial land uses currently occupy only 0.3% (71 acres) of the developed land in Decatur Township. By comparison, commercial uses occupy 4.7% of developed land in Wayne Township and 3.1% of developed land in Perry Township. Industrial land uses occupy 0.8% (170 acres) of developed land in Decatur Township. In Wayne Township industrial uses occupy 8.4% of developed land and 4.0% of developed land in Perry Township. Both Perry and Wayne Townships are more fully developed than Decatur Township.



Map 4  
Decatur Township  
Airport Industrial Development Plan  
Subarea Land Use Plan Boundaries

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- Nearly 16% of Decatur Township's land area is developed for public and semi-public land uses. The 1991 Comprehensive Plan recommends 31% of Decatur Township for Public and Semi-Public uses. The increase in acreage devoted to public and semi-public land uses is primarily for urban conservation and park uses (both indexed to other land uses). Public land generates no property tax revenues. Consequently, the amount of public land and the currently limited commercial and industrial development in Decatur Township limit the potential to distribute a greater share of the tax burden to non-residential land uses.

*Comprehensive Plan Response* - The Comprehensive Plan recommends additional commercial and industrial development which may increase property tax revenues and school funding. As Decatur Township develops, its share of commercial and industrial land uses (and resultant tax revenues from those land uses) will increase.

## **Township Planning and Development Goals**

Through the planning process, the Decatur Township Planning Committee (see Appendix A) identified the following goal statements to be reflected in the Decatur Township Comprehensive Plan revision:

1. Encourage a balance of industrial, commercial and residential development; and, more specifically:
  - increase the amount of retail shopping, medical and social services available to the township residents;
  - encourage integrated industrial park development;
  - increase the amount and rate of industrial development in the township; and
  - balance the amount of and types of residential land uses.
2. Guide the location, character, amount, and type of development in order to:
  - enable the school system to keep pace with the growing school-age population;
  - enable the transportation, sewer and water service and drainage systems to be improved and expanded as necessary to meet demands;
  - expand the park system to meet open space and recreational needs; and

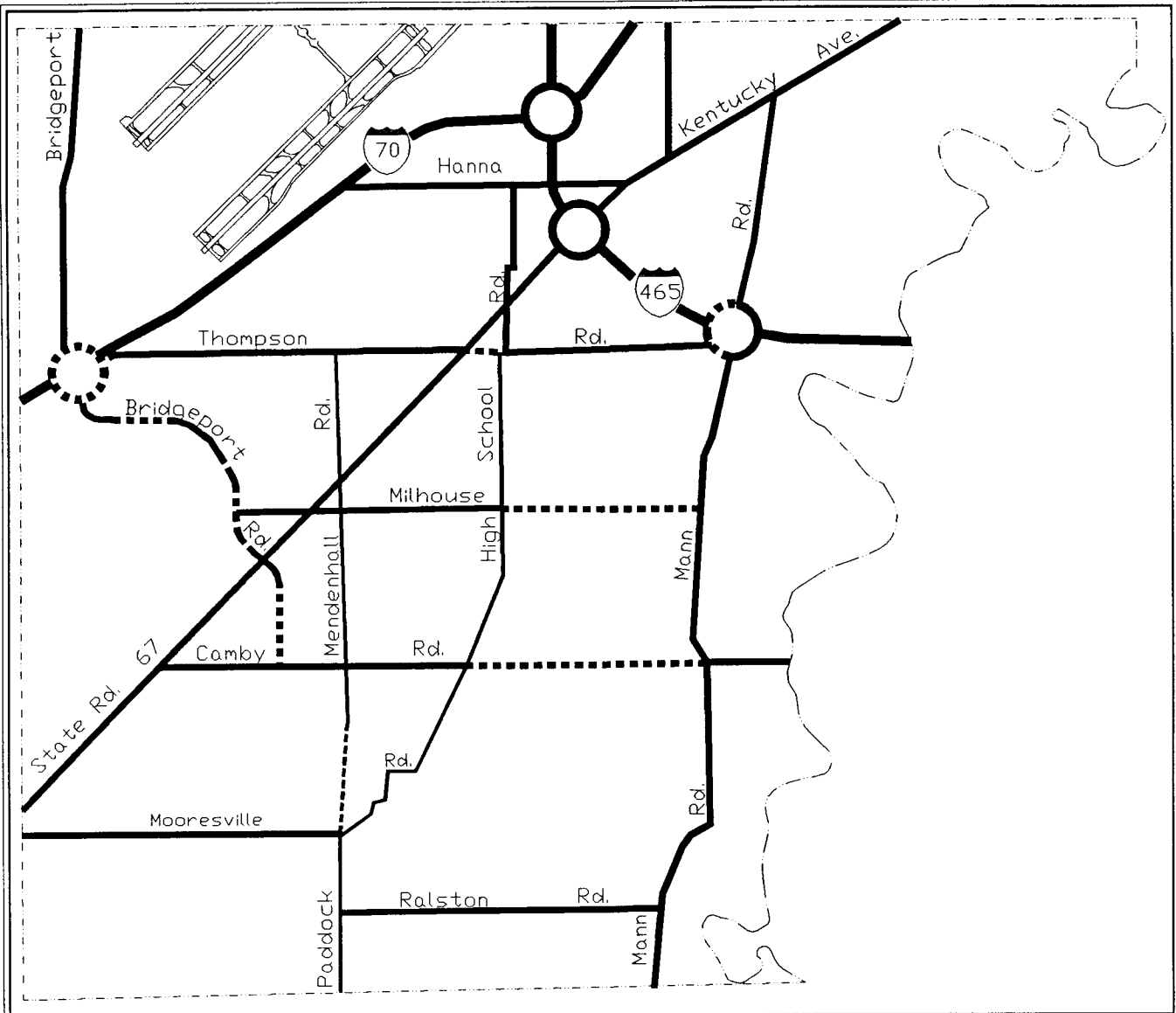
improve the aesthetic quality of the White River and the primary "gateways" to the township, such as State Road 67.

## **Thoroughfare Plan**

Decatur Township is included in the Marion County Thoroughfare Plan. The Thoroughfare Plan recommends roadway improvements designed to mitigate existing and future traffic congestion and delays, which are measures of the roadway system's efficiency (see Map 5). These improvements include right-of-way preservation needs. The Thoroughfare Plan assigns a priority to each recommended improvement indicating when the work should occur. Priorities range from "A" (highest priority) to "D" (lowest priority). The actual timing of implementation of the plan's recommendations is a function of available funding and the priority schedule for improvements throughout Marion County.

None of the township's roadways are currently operating over capacity, although some are projected to do so in the future. To increase the efficiency of the roadways and to prevent their reaching or exceeding capacity in the future, the Thoroughfare Plan recommends the following priority improvements (see Map 6):

1. Four-lane primary arterial connector of Bridgeport Road from 1/4 mile north of I-70 to I-70, with implementation recommended between the years 2002 and 2005 (Priority D).
2. Interstate interchange at I-70 and Bridgeport Road, with implementation recommended between the years 1992 and 1996 (Priority B).
3. Four-lane primary arterial connector of Bridgeport Road between I-70 and Camby Road, with implementation recommended between the year 2002 and 2005 (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four-lanes.
4. Four-lane secondary arterial connector of Paddock Road from Reynolds Road to Mooresville Road, with implementation recommended between the years 2002 and 2005 (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four-lanes.
5. Four-lane primary arterial connector of Camby Road from Mooresville Road to Mann Road, with implementation recommended between the years 1997 and 2001 (Priority C). Initially this would be constructed as a two-lane roadway until traffic demand warrants four-lanes.



Map 5  
Decatur Township  
Portion of the Official Thoroughfare Plan Map, 1991

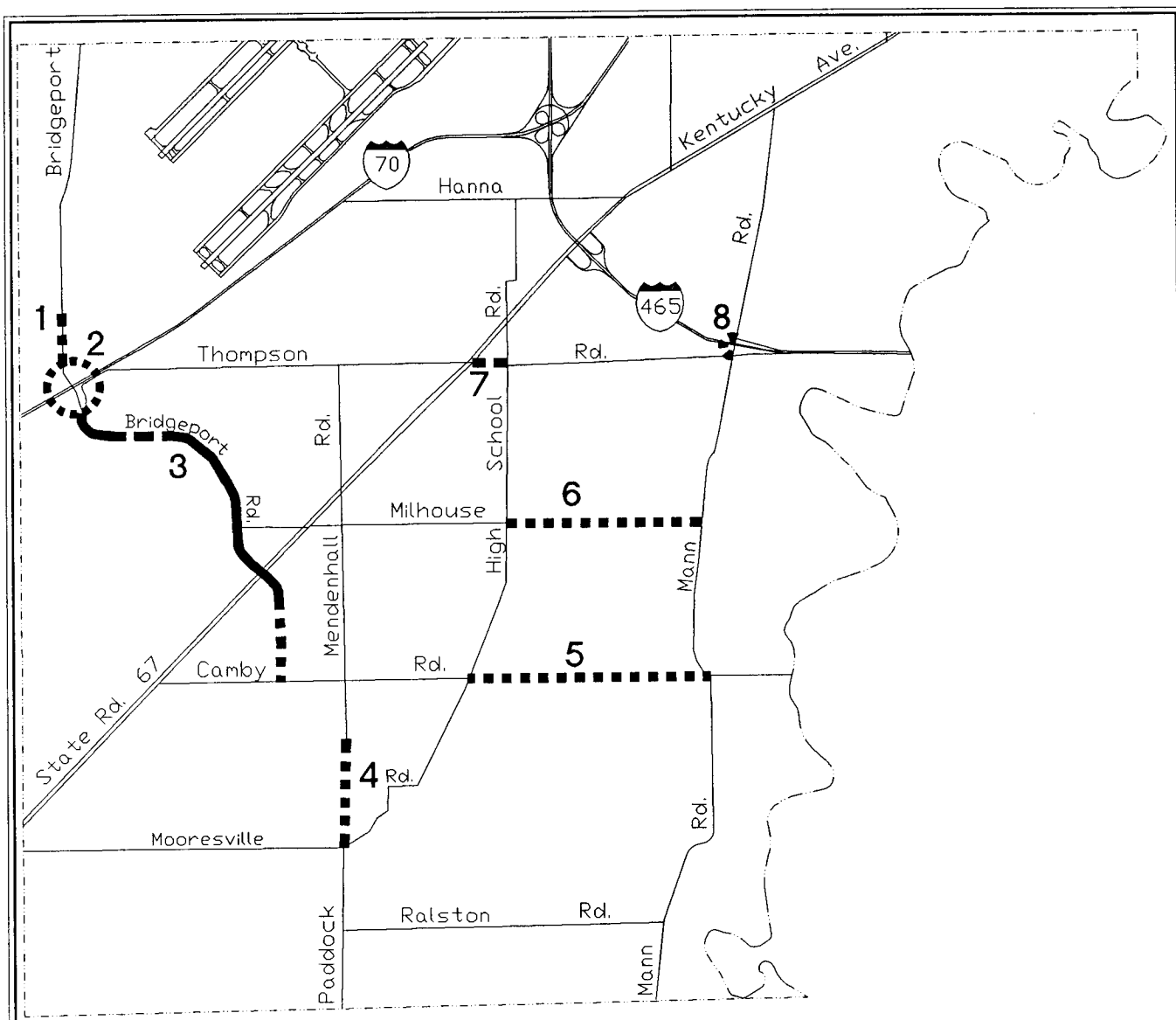
Existing	Proposed	
		Interchange
		Freeway
		Primary Arterial
		Secondary Arterial

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## Map 6

### Decatur Township

## Thoroughfare Plan Priority Improvements

### ■■■■ Priority Improvements

1. Bridgeport Road Connector
2. I-70/Bridgeport Road Interchange
3. Bridgeport Road Connector
4. Mendenhall Road Extension
5. Southport Road Extension
6. Milhouse Road Extension
7. Thompson Road Connector
8. I-465/Mann Road Interchange (west half)

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6. Four-lane secondary arterial connector of Milhouse Road from High School Road to Mann Road, with implementation recommended between the years 2002 and 2005 (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four-lanes.
7. Four-lane secondary arterial connector of Thompson Road from Kentucky Avenue to High School Road, implementation is recommended between the years 2002 and 2005 (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four-lanes.
8. Existing half diamond interstate interchange at I-465 and Mann Road. The Thoroughfare Plan recommends this interchange be fully directional. It is a priority D improvement recommended for implementation between 2002 and 2005.

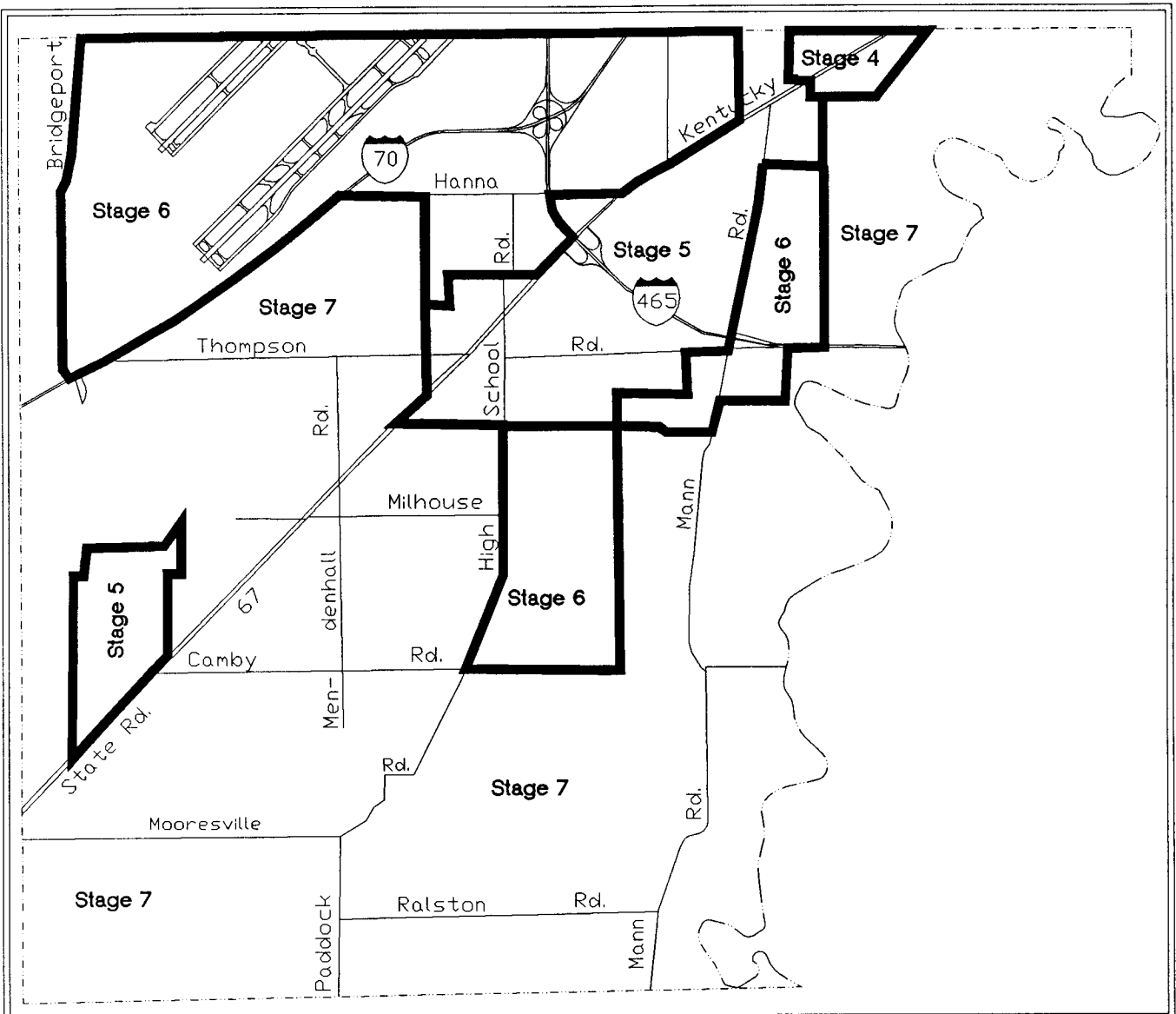
## Stages of Development

The Comprehensive Plan for Marion County differentiates areas of the county by their history, rate of development, and pressure for growth--their stages of urban development. Decatur Township contains areas in Development Stages 4, 5, 6, and 7. The location and development policies for each stage are as follows (see Map 7, and refer to the Marion County Comprehensive Plan for additional information on Stages of Development):

- Stages 1, 2, and 3 - Not present in Decatur Township
- Stage 4 (Suburban Revitalization Area)

The Mars Hill area is the only area characteristic of Stage 4 in Decatur Township. The boundaries of this area are: Troy Avenue, Mooresville Road, Lyons Avenue, Murray Street and Fleming Street. Mars Hill is primarily an established single-family residential neighborhood with a few vacant lots. Commercial areas should be restricted to the existing locations.

Stage four in Decatur Township is beginning to show signs of deterioration in its roadway infrastructure. Commercial areas can be improved by strengthening adjacent residential areas and enforcing existing commercial zoning ordinance standards. A neighborhood plan may be considered for this area. This type of plan might include specific neighborhood improvement programs such as housing assistance and identification of infrastructure improvement needs. The plan might also provide design and landscaping criteria as another means for improving the overall condition of the area.



## Map 7 Decatur Township Stages of Development

### — Stage Boundaries

- 4. Suburban Revitalization Area
- 5. Established Suburban Area
- 6. Developing Suburban Area
- 7. Rural Area

Note: Stages 1-3 are not present in Decatur Township.

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- *Stage 5 (Established Suburban Area)*

The north-central portion of Decatur Township demonstrates Stage 5 characteristics. It extends as far north as Troy Avenue. The eastern boundaries of this Stage 5 area are made up of Stage 4, Mann Road, and Tincher Road. The southern most boundary is Powell Drive. The western edge is Kentucky Avenue, Kollman Road, and I-465.

The Camby community of Decatur Township is also designated a Stage 5 area. The boundaries of this area are Kentucky Avenue, Millis Drive, Flynn Road, and Trotter Road.

Most of the Stage 5 areas are residentially developed. The Kentucky Avenue corridor in the Camby Stage 5 area has some commercial development. Some portions of the area are vacant and development of these lots and larger parcels of land should be encouraged, provided it is compatible with existing land uses.

- *Stage 6 (Developing Suburban Area)*

Three areas in Decatur Township have been identified as Stage 6 areas. The northernmost Stage 6 area includes the Indianapolis International Airport, Fletcher Industrial Park, Windsong Mobile Home Park, and Valley Mills Mobile Home Park.

The second Stage 6 area is bounded by High School Road, Camby Road, Epperson Drive, and Epler Road.

Foltz Street, Mann Road, Thompson Road, Epler Road, Byrkit Street, Richard Street, and I-465 define the extent of the third Stage 6 area in Decatur Township.

Stage 6 represents the most recently developed areas in the township. Although a greater percentage of its land is developed than in Stage 7 areas, Stage 6 areas in Decatur Township contain large undeveloped tracts of land between High School Road and Mann Road and between Mann Road and Foltz Road.

Because much of the area in Stage 6 is served by water and sewer service, there may be development pressure which could negatively effect and encroach upon established development patterns. Areas which may experience these development pressures include Mann Road and I-465, and both the east and west side of Lynhurst Drive and Hanna Avenue. Because of development pressure, which typically characterizes Stage 6 areas, the boundary lines for recommended land uses--particularly in designated critical areas--should be interpreted as definitive and fixed.

Development should conserve significant and valuable environmental features such as wetlands, wooded areas, steep slopes, and wildlife habitat whenever possible.

Furthermore, development should utilize buffering and techniques which minimize potentially negative impacts upon nearby existing development. Open space should be preserved wherever extensive and/or intensive development is proposed, such as industrial development along I-70 and I-465, or office development adjacent to I-465 on Mann Road. Such open space preservation maintains the area's natural character, protects environmental features, and provides relief from the potentially monotonous effects of continuous urban development. Careful site design and planning, as well as provision of public facilities, should accompany new development.

■ *Stage 7 (Rural Area)*

The remainder of the township is designated as Stage 7. Less than 5% of Stage 7 land is developed, and that development is widely distributed throughout the area. Stage 7 areas in Decatur Township consist primarily of rural farm land and single-family strip tract development along existing roadways.

New development in Stage 7 should be sensitive to the environment and to nearby existing development. The township's wetlands, wooded areas (see Maps 2 and 3), historical sites, and other environmentally sensitive areas can provide valuable open space and recreational opportunities. Areas such as the Goose Creek flood plain should not be developed unless such development clearly provides for the adequate preservation of the natural features. New development near the proposed White River, Dollar Hide Creek, Mann Creek, and Goose Creek linear parks should consist principally of low-intensity land uses, such as single-family homes and parks. In addition, low-intensity land uses should be protected from the noise and visual impacts of more intense uses through landscaping, sign controls, transitional yards, and other buffering measures.

New development in Stage 7 should not bypass existing adequate roadway, sewer, and water system capacities. It should utilize existing infrastructure or it should provide for the expansion of such systems to serve the demand created by the development.

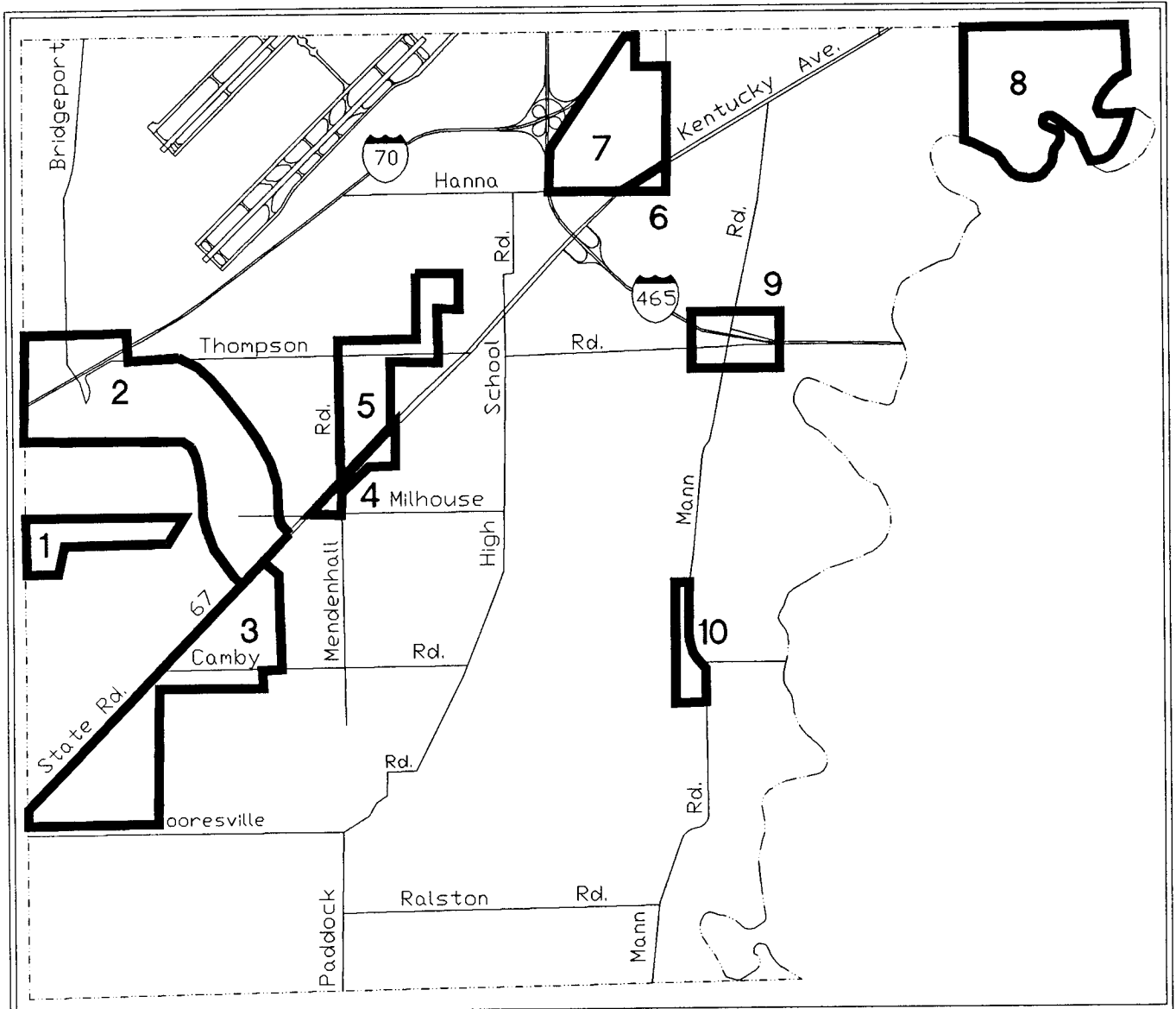
## **Critical Areas**

Some land use recommendations in Decatur Township warrant special emphasis because of factors related to their location, unusual character, and significant development potential. It is essential to the Decatur Township Comprehensive Plan that these "critical areas" be developed as recommended. The plan's land use recommendations for the remainder of the township are also important, but critical areas warrant a more detailed explanation.

This list of critical areas can only be expanded by the adoption of a new critical area as a Comprehensive Plan Segment. This process involves further study of an area by the

Department of Metropolitan Development, which may then recommend an area to the Metropolitan Development Commission for adoption as a Comprehensive Plan Segment.

The following are Decatur Township's critical areas, including a description and map of each, the rationale for why it is designated "critical" to the plan, recommendations for development, and additional pertinent data (for all critical areas, see Map 8). Flood plains, wetlands, proposed Thoroughfare Plan roadway improvements, and other features on the critical area maps are shown in their approximate location.



Map 8  
Decatur Township  
Critical Areas

— Critical Area Boundaries

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**Critical Area 1**

- Location: North of Flynn Road, west of Trotter Road, south of Milhouse Road (extended west), and east of the Marion County/Hendricks County line.
  
- Land Use Plan Recommendation: Urban Conservation indexed (see footnote) to Very Low Density Residential.
  
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Light Industrial - LI.
  - East: Urban Conservation indexed<sup>1</sup> to Light Industrial - UC(13).
  - South: Low Density Residential (LD)  
Very Low Density Residential (VLD).
  - West: Hendricks County (Hendricks County Comprehensive Plan recommends "urban expansion and agriculture uses").
  
- Stage of Development: 7 (Rural Area).
  
- Why Critical: Airport noise impacts portions of this area and development should be sensitive to that noise source. The northern boundary is critical because of the adjacent Light Industrial land use recommendation and associated potential for encroachment of that use into the existing and planned Very Low Density Residential development.
  
- Recommendations:
  - a. There should be strict adherence to the Comprehensive Land Use Plan's recommended boundary between Light Industrial and Very Low Density Residential. Industrial encroachment into the residential area and potential resultant neighborhood deterioration should be prevented.

<sup>1</sup>Indexing is a method of numerically assigning a secondary land use recommendations to an area. On the Comprehensive Plan Map the indexed land use is shown in parentheses next to the primary land use recommendation.



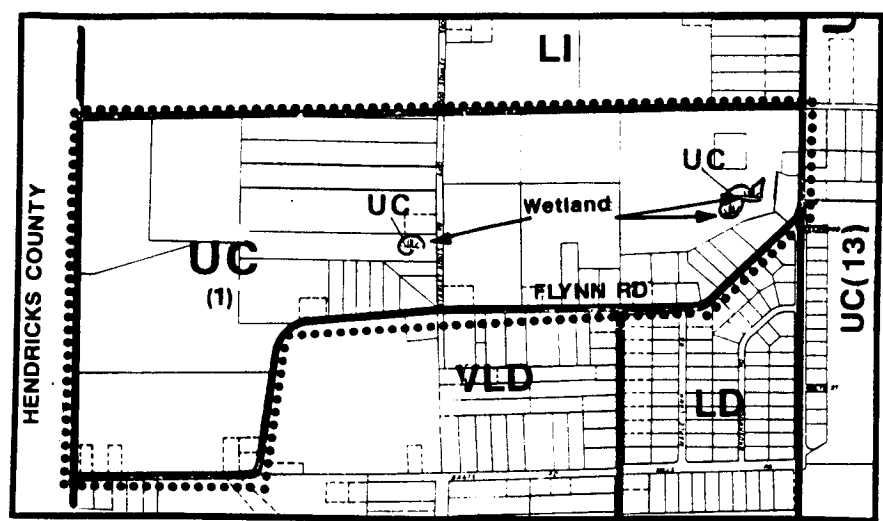
- b. Airport noise impacts should be studied. The 1987 Indianapolis Airport Authority's Noise Compatibility Study is currently being updated. The Study update should be complete in 1992, and will subsequently be considered for adoption as a Comprehensive Plan Segment Amendment by the Metropolitan Development Commission. Amendments to the Comprehensive Land Use Plan should be made if the results of the airport noise study show that residential land uses are not appropriate for this area of Decatur Township.
- c. Building construction should, whenever possible, insulate against existing and projected unacceptable noise levels.
- d. Cluster subdivision is encouraged for this site. A cluster subdivision would concentrate development on a portion of the site, leaving the remainder as open space. Also, the cost of providing infrastructure (sewers, water, roadways...) for the development is reduced.

■ Additional Data:

- a. Soil Limitations - The area's soil composition (Crosby-Brookston and Miami Crosby) severely limits septic systems. Therefore the area should be served by sewer lines when developed. Other soil limitations include poor drainage -- resulting in wetness and ponding -- and susceptibility to erosion.
- b. Drainage - Drainage is limited by the soil type. However, appropriate development of the area should cause no unusual drainage problems if conditions required by the City Drainage and Sediment Control Ordinance are followed.
- c. Environmental Constraints - This critical area contains three small wetland areas which should be protected.
- d. Sanitary Sewers - The area is served by the Camby Interceptor sewer along Stanley Road. Future development should provide sewer service and connect to the Camby Interceptor.
- e. Water Facilities - No water service is immediately available to the area. Well water sources are utilized in the area but should not be relied upon as a source of water in the future. The closest water line is nearly one-quarter of a mile south of this critical area.
- f. Transportation - The area contains only local streets and no new arterial streets are recommended by the Marion County Thoroughfare Plan for the area.

(See Map 9, next page)

Map 9 - Critical Area 1



**Critical Area 2 (Map 10)**

- Location: The general area surrounding proposed Bridgeport Road/I-70 interchange and proposed Bridgeport Road connector (preliminary alignment) from I-70 to State Road 67.
- Land Use Plan Recommendation: Special Use, Special Use indexed to Heavy Industrial, Heavy Industrial, Light Industrial, Urban Conservation indexed to Light Industrial. The area is part of the Airport Industrial Development Plan.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Special Use - SU,  
Special Use indexed to Heavy Industrial - SU(14),  
Heavy Industrial - HI.
  - East: Heavy Industrial - HI.
  - South: Regional Shopping Center - RSC,  
Light Industrial - LI.
  - West: Light Industrial - LI,  
Urban Conservation indexed to Light Industrial - UC(13),  
Commercial Cluster - CC, and  
Hendricks County (Hendricks County Comprehensive Plan recommends "urban expansion and agriculture").
- Stage of Development: 6 (Developing Suburban Area) and 7 (Rural Area).
- Why Critical: Thoroughfare Plan right-of-way must be obtained for proposed roads, planned interstate interchange, and improvements to existing roads. The future alignment of Bridgeport Road will determine the boundary between Light and Heavy Industrial land uses (Heavy Industrial to the east and Light Industrial to the west). Portions of the area are impacted by airport noise and land uses should be limited to avoid negative impact from airport noise.

■ Recommendations:

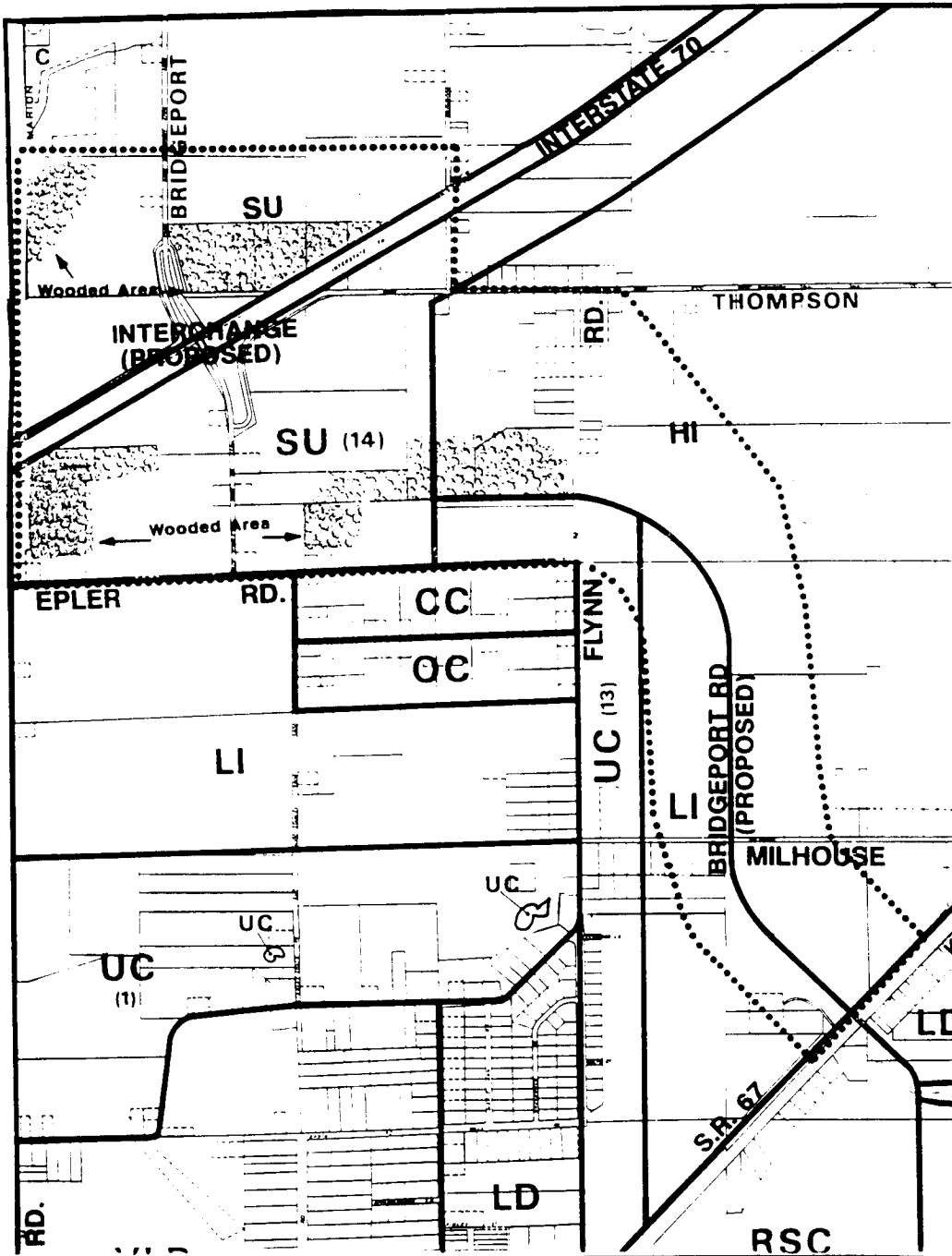
- a. Acquire right-of-way by dedication when possible for the alignment of Bridgeport Road and the proposed I-70 interchange at Bridgeport Road. The alignment and right-of-way requirements for Bridgeport Road will determine the exact location of the boundary between Heavy Industrial and Light Industrial land uses in this critical area.
- b. Integrate land development with shared access drives and similar measures. Preserve Bridgeport Road as a limited access roadway in order to minimize traffic congestion.
- c. In order to protect residential land uses at the periphery of this critical area, landscaping and other buffering measures should be required during and after the conversion from current to proposed land uses.

■ Additional Data:

- a. Soil Limitations - The site's soils are primarily Crosby-Brookston and Miami-Crosby and are characterized by poor drainage, ponding, wetness and erosion. Sewer service should be provided to new and existing development to prevent health hazards due to the soil associations' inability to accommodate septic systems.
- b. Drainage - Drainage problems associated with the Crosby-Brookston and Miami-Crosby soils can be accommodated through appropriate site grading, design, and off-site improvements as required by the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - Portions of the critical area are wooded. When these wooded areas are considered for development, tree inventory and preservation plans should be prepared and incorporated into development plans.
- d. Sanitary Sewers - The area is served by the Valley Mills, Camby, and Bridgeport Extension Interceptors. Development should utilize these interceptors.
- e. Water Facilities - Water service is not currently available in this area. However, water service should be established when development occurs. The existing water lines nearest this critical area are located approximately one-half mile from the southern boundary, adjacent to Camby Road and Mendenhall Road.

- f. Transportation - The Thoroughfare Plan recommends that Bridgeport Road be a four-lane primary arterial with recommended implementation between the years 2002 and 2005. The interchange at I-70 is recommended to be a full interchange with recommended implementation of the interchange between the years 1992 and 1996.

Map 10 - Critical Area 2



**Critical Area 3**

- Location: West of proposed Bridgeport Road connector, north and south of Camby Road, west of Trotter Road, north of Mooresville Road, and southeast of State Road 67.
  
- Land Use Plan Recommendation: Regional Shopping Center, Commercial Cluster, Office Buffer, Commercial Cluster, Medium Density Residential, Low Density Residential, and Very Low Density Residential.
  
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - Northwest: Community Park indexed to Very Low Density Residential - CP(P)(1), Very Low Density Residential - VLD, Low Density Residential - LD, Urban Conservation indexed to Light Industrial - UC(13), Light Industrial -LI.
  
  - East: Low Density Residential -LDR, Urban Conservation indexed to Low Density Residential - UC(2), Very Low Density Residential - VLD.
  
  - South: Very Low Density Residential - VLD.
  
  - West: Hendricks County (Hendricks County Comprehensive Plan recommends "Commercial").
  
- Stage of Development: 7 (Rural Area).
  
- Why Critical: Right-of-way for proposed Bridgeport Road should be acquired. Development should be controlled to prevent strip commercial development along proposed Bridgeport Road and State Road 67. Commercial and industrial development should be controlled to prevent encroachment of those land uses into residential areas.

■ Recommendations:

- a. Acquire Bridgeport Road right-of-way by dedication when possible. Establish and maintain Bridgeport Road as the eastern-most boundary of the Regional Shopping Center and commercial land uses.
- b. Establish and maintain State Road 67 as the northwest boundary of the recommended Regional Shopping Center. Commercial development should be confined to the southeast side of the highway only. The need to preserve rail access for industrial development precludes commercial development on the north side of State Road 67.
- c. Establish and maintain Camby Road as the southernmost boundary of the Regional Shopping Center and commercial retail land uses.
- d. Limit the Office Buffer to the area shown on the Plan Map, protecting residential development east of Bridgeport Road and along Camby Road.
- e. The plan recommends the relocation of the planned site for the proposed Regional Commercial Center (Regional Shopping Center) which has been identified on the plan since 1977. The original location (on the southeast side of State Road 67, south of Camby Road) was recommended on the basis of a proposed alignment for a new section of Bridgeport Road. The subsequent realignment of this proposed roadway, as recommended in the 1980 amendment to the Thoroughfare Plan and retained in the 1991 amendment to the Thoroughfare Plan, clearly demonstrates the need to relocate the regional-scale center to the intersection of these two primary arterial roadways.

Additional staff analysis conducted at the time of planning committee land use discussion further demonstrates the appropriateness of relocation. The analysis included an examination of population characteristics, the Thoroughfare Plan, locations of other Regional Commercial Centers (Regional Shopping Centers) in Marion County, infrastructure service, and other factors.

The area of the (previously designated) Regional Commercial Center (Regional Shopping Center) and Medium Density Residential south of Camby Road, west of Trotter Road, and Southeast of State Road 67 should be promptly rezoned by the Metropolitan Development Commission upon its own initiative to reflect the recommended land use designations for that area.

The new location of the Regional Shopping Center should be appropriately zoned via action on subsequently filed petition(s).

- f. Limit access points to the planned Regional Shopping Center along State Road 67. Where possible, access points to the Regional Shopping Center should be limited to drives on Bridgeport Road and Camby Road, and they should be properly spaced along these arterial roadways.
- g. Sewer and water service must be provided to the area when development takes place.

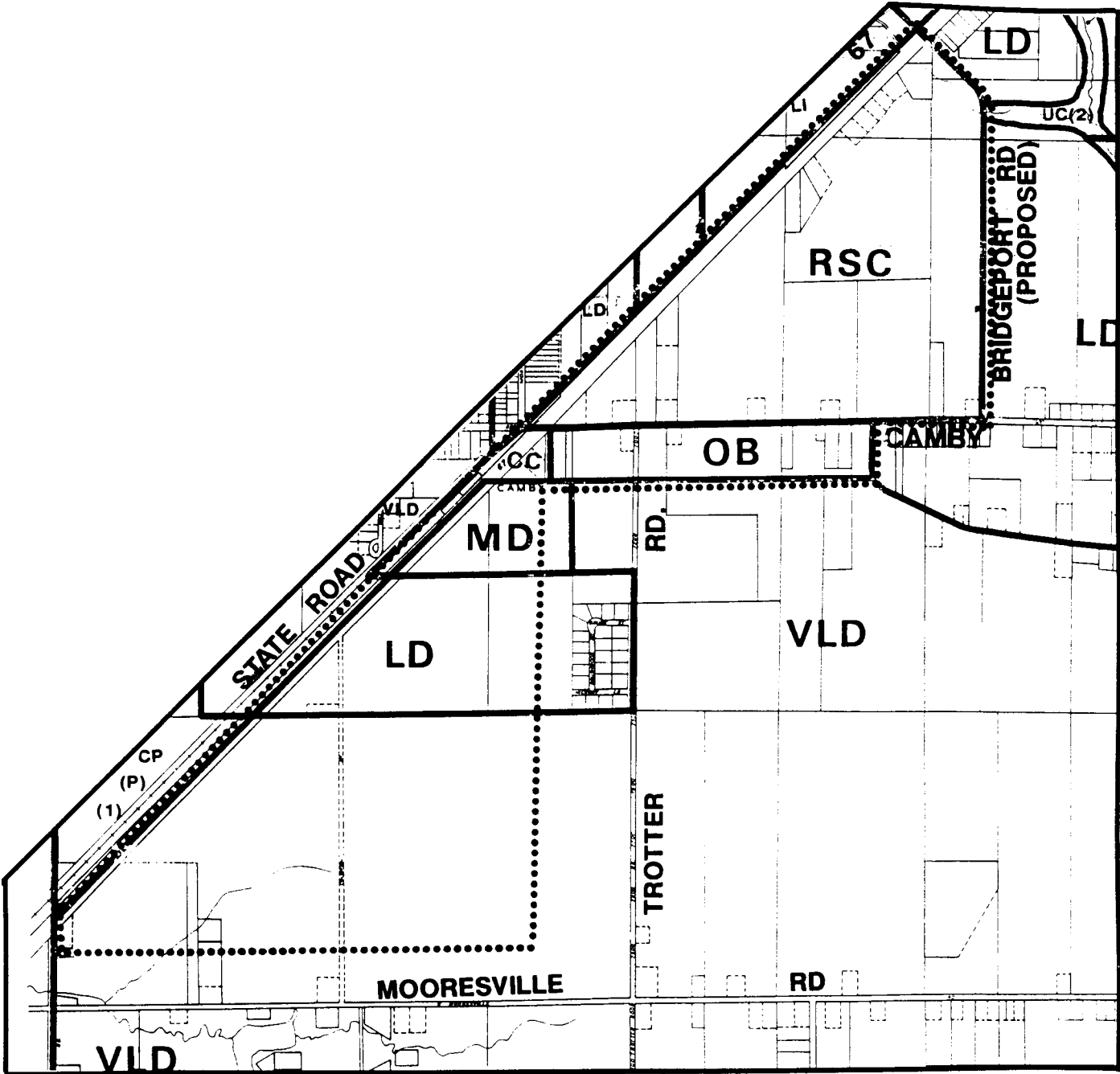
■ Additional Data:

- a. Soil Limitations - Soil associations on this site include Crosby-Brookston and Miami-Crosby. These soils are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. The rating for septic system service is severe.
- b. Drainage - Although limited by soil associations, appropriate development of the site will cause no unusual drainage problems if development conditions required by the City Drainage and Sediment Control Ordinance are followed.
- c. Environmental Constraints - The Division of Planning has concluded that there are no unique environmental constraints within the boundaries of this critical area.
- d. Sanitary Sewers - An existing sewer line is located north of the area, parallel to State Road 67. Development should utilize this existing infrastructure.
- e. Water Facilities - A water line is located along Camby Road.
- f. Transportation - Right-of-way should be obtained and preserved for proposed Bridgeport Road connector, which is a four-lane primary arterial with implementation recommended between the years 2002 and 2005.

(See Map 11, next page)



Map 11 - Critical Area 3



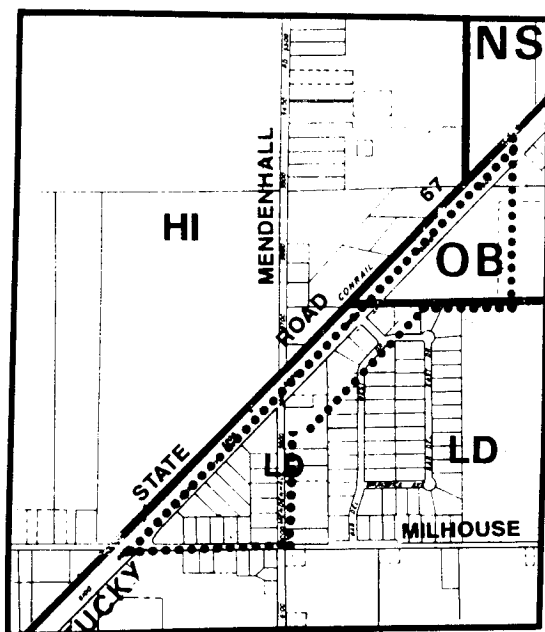
#### **Critical Area 4**

- Location: South of State Road 67, north of Milhouse Road, west of Bar Del West Drive, north of Bar Del North Drive, west of Sterling Pointe Drive (extended).
- Land Use Plan Recommendation: Low Density Residential, Office Buffer.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - Northwest: Heavy Industrial - HI.
  - East: Office Buffer - OB,  
Low Density Residential - LD.
  - South: Low Density Residential - LD.
- Stage of Development: 7 (Rural Area).
- Why Critical: The southwestern portion of the critical area is surrounded by primary arterial roadways, which are often conducive to commercial development. However, the area is not recommended for commercial land uses because viable single-family development exists and commercial development likely would occur in an undesirable piece-meal fashion. Lower intensity land uses should be buffered from higher intensity land uses. The encroachment of higher intensity land uses into lower intensity areas should be prevented.
- Recommendations:
  - a. Prevent commercial land use from being established in the residentially planned and used areas.
  - b. Require development with sufficient buffering and landscaping along with integrated sign programs and integrated site design of the Office Buffer area.

■ Additional Data:

- a. Soil Limitations - Crosby-Brookston is the only soil association in the critical area. This soil is poorly drained, wet, and susceptible to ponding. The soil is not conducive to septic systems.
- b. Drainage - Other than soil limitations there are no obvious drainage problems in this critical area. Appropriate development of the area should cause no unusual drainage problems if development conditions required by the City Drainage and Sediment Control Ordinance are followed.
- c. Environmental Constraints - There are no obvious environmental constraints in this critical area.
- d. Sanitary Sewers - Sanitary sewers are located along State Road 67.
- e. Water Facilities - Water facilities are located along Milhouse Road.
- f. Transportation - The Thoroughfare Plan recommends no new roadways or improvements in this area.

Map 12 - Critical Area 4



## **Critical Area 5**

- Location: North of State Road 67, east of Mendenhall Road, south of Thompson Road, and along both sides of Kollman Road.
- Land Use Plan Recommendation: Heavy Industrial and Low Density Residential. The area is part of the Airport Industrial Development Plan.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Heavy Industrial - HI,  
Airport Related indexed to Light Industrial - AR(13).
  - East: Medium Density Residential - MD,  
Low Density Residential - LD,  
Neighborhood Shopping Center - NSC.
  - South: Office Buffer - OB,  
Low Density Residential - LD.
  - West: Heavy Industrial - HI.
- Stage of Development: 7 (Rural Area).
- Why Critical: Existing and planned Low Density Residential areas need to be buffered and protected from Heavy Industrial land uses.
- Recommendations:
  - a. The recommendations contained in the Airport Industrial Development Plan (1990) and subsequent Airport Economic Development Area Plan (1991) should be adhered to.
  - b. Industrial uses must not encroach into planned non-industrial areas.
  - c. Development of the Heavy Industrial area should occur in the form of an integrated industrial park. The primary goal of the Airport Industrial Development Plan is for non-piecemeal, integrated industrial park development. Therefore, any industrial development in the area should

provide buffering required by the zoning district development standards and conform to Light Industrial development standards as closely as possible. Required transitional yards, setbacks and landscaping must be provided and maintained for adequate buffering of existing residential and other lower intensity land uses.

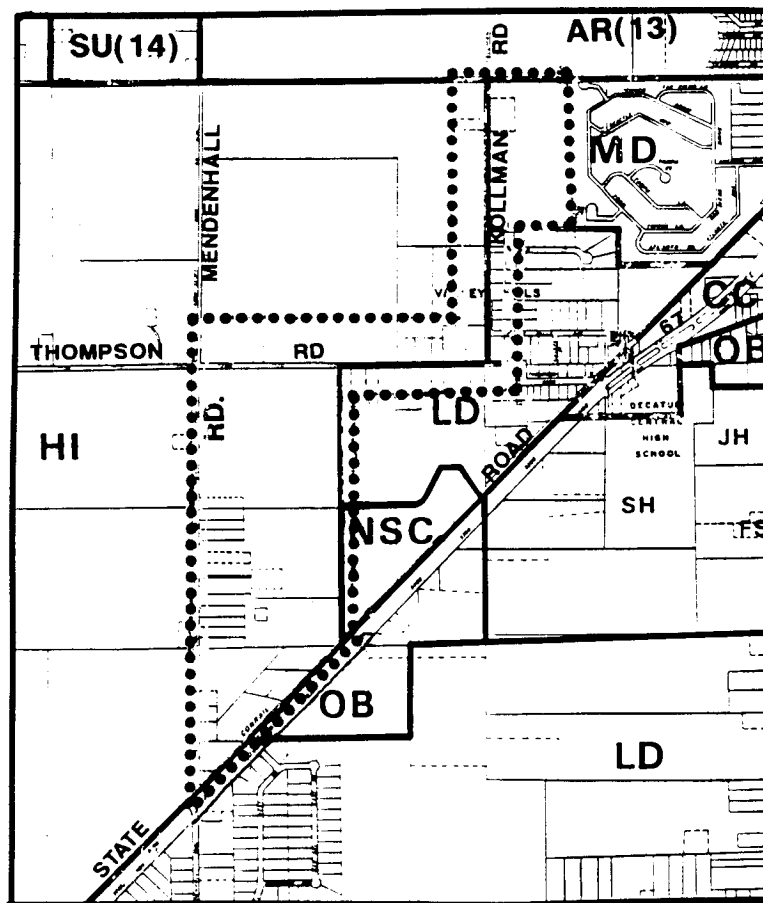
- d. Adequate safety precautions should be implemented in the adjacent Heavy Industrial areas to prevent contamination of ground water.
- e. The standards of the Health and Hospital Corporation for Marion County and the zoning ordinance performance standards must be adhered to, thus preventing negative impacts from smoke, vibration, odor, noise, and glare on adjacent properties.

■ Additional Data:

- a. Soil Limitations - The site is in the Crosby-Brookston Soil Association, which is not acceptable for septic service and are poorly drained with wetness and ponding.
- b. Drainage - No severe drainage problems are associated with this site. Proper site design, grading, and off-site improvements as required by the City Drainage and Sediment Control Ordinance should provide adequate drainage.
- c. Environmental Constraints - The Division of Planning has determined that there are no notable environmental features in the area.
- d. Sanitary Sewers - The Valley Mills interceptor sewer is located adjacent to Thompson Road, and a six inch sewer line is located adjacent to Mendenhall Road. These lines should be utilized for sanitary sewer service when the area develops.
- e. Water Facilities - The Valley Mills area has water service from a water line which extends along Thompson Road. Much of the critical area is not currently served by water infrastructure.
- f. Transportation - Adjacent roads are classified as primary arterials and will ultimately require upgrading. Right-of-Way should be preserved to allow for future roadway widening. No priority improvements are currently recommended in the Thoroughfare Plan.

(See Map 13, next page)

Map 13 - Critical Area 5

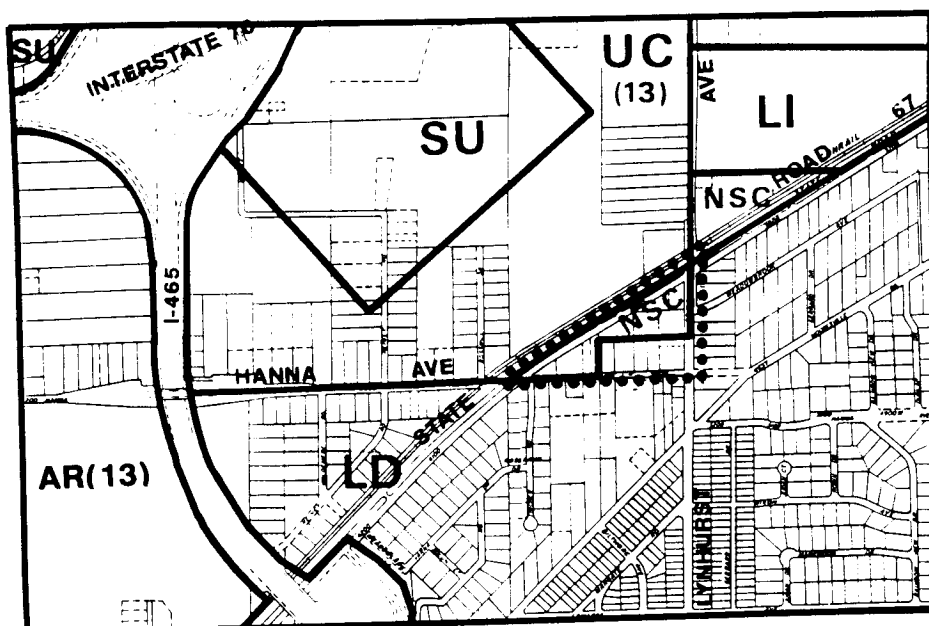


## **Critical Area 6**

- Location: Southeast of State Road 67, west of Lynhurst Drive, north of Hanna Avenue.
- Land Use Plan Recommendation: Neighborhood Shopping Center and Low Density Residential.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Urban Conservation indexed to Light Industrial - UC(13).
  - East: Low Density Residential - LD.
  - South: Low Density Residential - LD.
  - West: Low Density Residential - LD.
- Stage of Development: 5 (Established Suburban Area).
- Why Critical: Need to protect established residential neighborhood from impact and encroachment of commercial retail and commercial office development.
- Recommendations:
  - a. Maintain required setbacks, sign regulations, landscaping, and other development standards.
  - b. Limit commercial uses to the area designated by the plan map to prevent encroachment into established single-family residential areas.
- Additional Data:
  - a. Soil Limitations - The Crosby-Brookston and Miami-Crosby soils on this site are rated severe for septic systems and should be served by sanitary sewers. The soils are poorly drained and are susceptible to erosion, ponding, and wetness.

- b. Drainage - Proper site design, grading, and off-site improvements as required by the City Drainage and Sediment Control Ordinance should provide adequate drainage.
- c. Environmental Constraints - No unique environmental constraints are associated with this site.
- d. Sanitary Sewers - The area is not currently served by sanitary sewers. Sanitary sewer lines are located one-quarter mile north of the area.
- e. Water Facilities - The area is served by public water lines.
- f. Transportation - Adjacent roads are classified as primary arterials and will ultimately require upgrading. Right-of-Way needs to be preserved to allow for future roadway widening. No priority improvements are currently recommended in the Thoroughfare Plan.

Map 14 - Critical Area 6





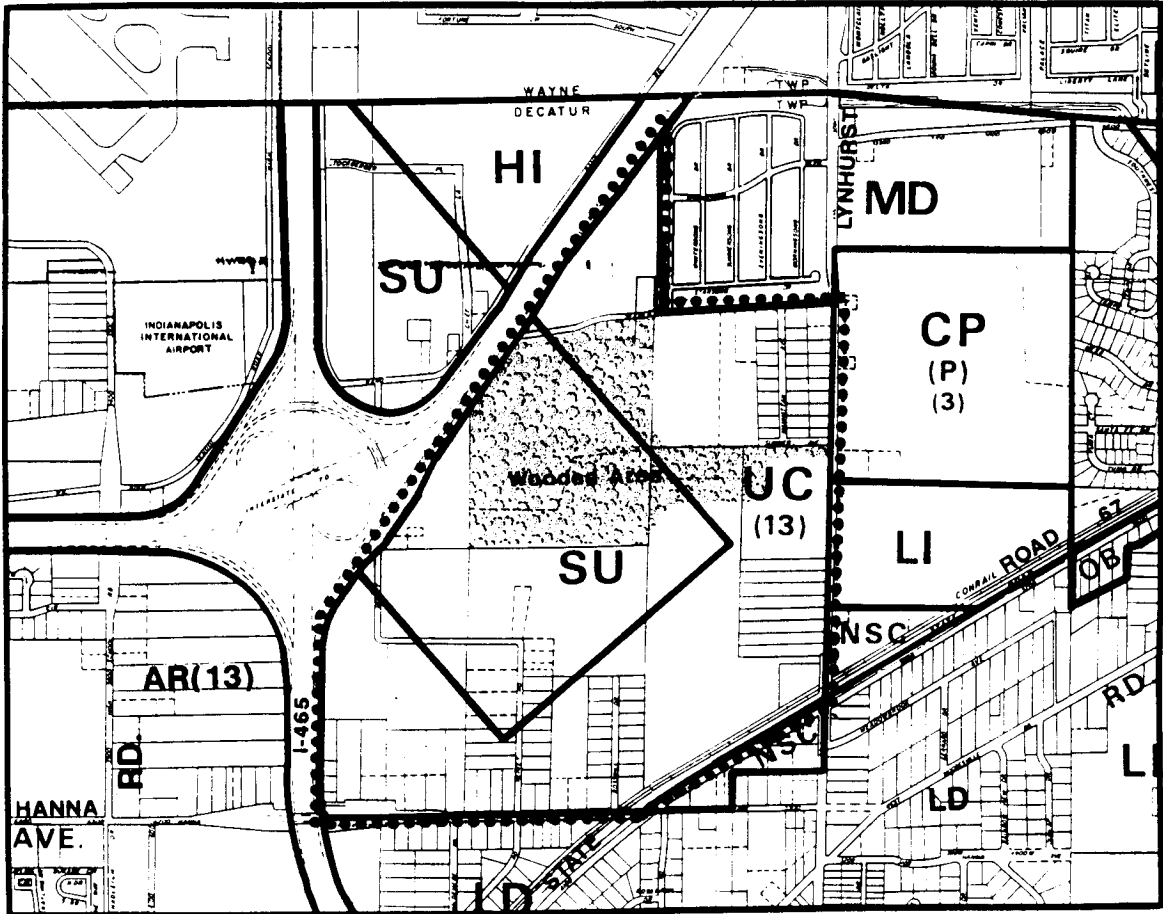
**Critical Area 7**

- Location: East of I-465 and I-70, south of Seerely Road, west of Lynhurst Drive, and north of State Road 67 and Hanna Avenue.
  
- Land Use Plan Recommendation: Urban Conservation indexed to Light Industrial and Special Use.
  
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Special Use - SU, Heavy Industrial - HI, Medium Density Residential - MD.
  
  - East: Medium Density Residential - MD, Community Park indexed to Medium Density Residential - CP(P)(3), Light Industrial - LI, Neighborhood Shopping Center - NSC.
  
  - South: Neighborhood Shopping Center - NSC, Low Density Residential - LD.
  
  - West: Airport Related indexed to Light Industrial - AR(13), Special Use - SU.
  
- Stage of Development: 6 (Developing Suburban Area).
  
- Why Critical: A portion of this site is an airport clear zone for the northwest/southeast Indianapolis International Airport runway. Airport noise impacts the entire site. Industrial uses would be compatible with the airport noise limitations, however they could adversely effect the residential area south of Hanna Avenue if not developed in a sensitive manner. In addition the site contains woodlands and steep hills which should be preserved.
  
- Recommendations:
  - a. Maintain the airport approach clear zone as regulated by the Indianapolis Airport Authority.

- b. Require landscaping and buffering of industrial development to minimize negative impacts on the existing residential areas.
  - c. Regulate land use to prevent the encroachment of industrial uses south of Hanna Avenue.
  - d. Building construction should provide insulation from adverse noise impacts.
  - e. Prevent level grading of steep slopes and encourage preservation of wooded areas.
- Additional Data:
- a. Soil Limitations - The site's soil association is Miami-Crosby, which is characterized by wetness, erosion, and ponding. This soil is rated severe for septic systems and therefore the site should be served by sanitary sewers.
  - b. Drainage - Development of most of the site can be accommodated through appropriate site grading, design, and off-site improvements as required by the City Drainage and Sediment Ordinance. However, some areas along Hanna Avenue may require more extensive drainage improvements.
  - c. Environmental Constraints - The site has steep slopes, hills, and wooded areas which should be preserved. Development in the area recommended for Urban Conservation indexed to Light Industrial should be sensitive to these environmental constraints. Airport noise impacts the area and buildings should be sound-proofed to reduce adverse noise levels.
  - d. Sanitary Sewers - The West Marion County Interceptor is located in the northern portion of the site.
  - e. Water Facilities - No water service is available to the site. Water service is available from a line located south of State Road 67.
  - f. Transportation - The area is adjacent to freeways, primary arterials, secondary arterials and local streets. Access should be limited to Hanna Avenue or Lynhurst Drive if possible to avoid unnecessary railroad crossings.

(See Map 15, next page)

Map 15 - Critical Area 7



## **Critical Area 8**

- Location: East of Tibbs Avenue, south of Troy Avenue, west of the White River.
- Land Use Plan Recommendation: Community Park indexed to Heavy Industrial.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Industrial (1984 Wayne Township Comprehensive Plan).
  - East: Urban Conservation indexed to Heavy Industrial - UC(14),  
Linear Park - LP,  
Heavy Industrial (1990 Perry Township Comprehensive Plan) - HI.
  - South: Urban Conservation indexed to Heavy Industrial - UC(14),  
Linear Park - LP.
  - West: Low Density Residential - LD,  
Community Park indexed to Low Density Residential - CP(P)(2).
- Stage of Development: 7 (Rural Area).
- Why Critical: The landfill will be full in twelve to fifteen years. The Comprehensive Plan recommends appropriate reuse of the landfill for park and industrial uses. The area is adjacent to Low Density Residential land uses and any new use of the area should be sensitive to the existing single-family homes. The site is also adjacent to Heavy Industrial uses and the White River.
- Recommendations:
  - a. The primary recommendation (Community Park) will require sampling and testing of the site to determine whether the site contains harmful wastes. Such wastes could prohibit the use of the site as a park. If the site is used as a park, access should be made available to the park from Tibbs Avenue in Decatur Township.
  - b. The secondary recommendation (Heavy Industrial) should provide extensive buffering, landscaping, and setback treatment where adjacent to residential

areas. If the area is used for industrial uses, landscaping, setbacks, and buffering must be maintained.

- c. Wetlands should be preserved as open space.

- Additional Data:

- a. Soil Limitations - Much of the area has been utilized for sand and gravel extraction as well as landfill activities. These land uses alter the soil associations (e.g. Miami-Crosby, Urban Land-Fox-Ockley...) and soil characteristics (e.g. poor filter, erosion...). Prior to the land alteration the area was susceptible to flooding, wetness, poor filtering, and poor drainage and rated slight to severe for septic systems.

In the area where the landfill is located, the land has been treated with a slurry wall around the perimeter of the dumping area. Water inside the wall is collected in a leachate system and sent to the city sewage treatment plant. The garbage (fill) slowly decomposes and the soil settles. The site will always have settling of trash (which affects building construction) and gas emission. Building construction on such a site, although possible, is high cost and requires substantial engineering testing and analysis. Gas emissions from the landfill area are currently used by the operator of the landfill to heat greenhouses.

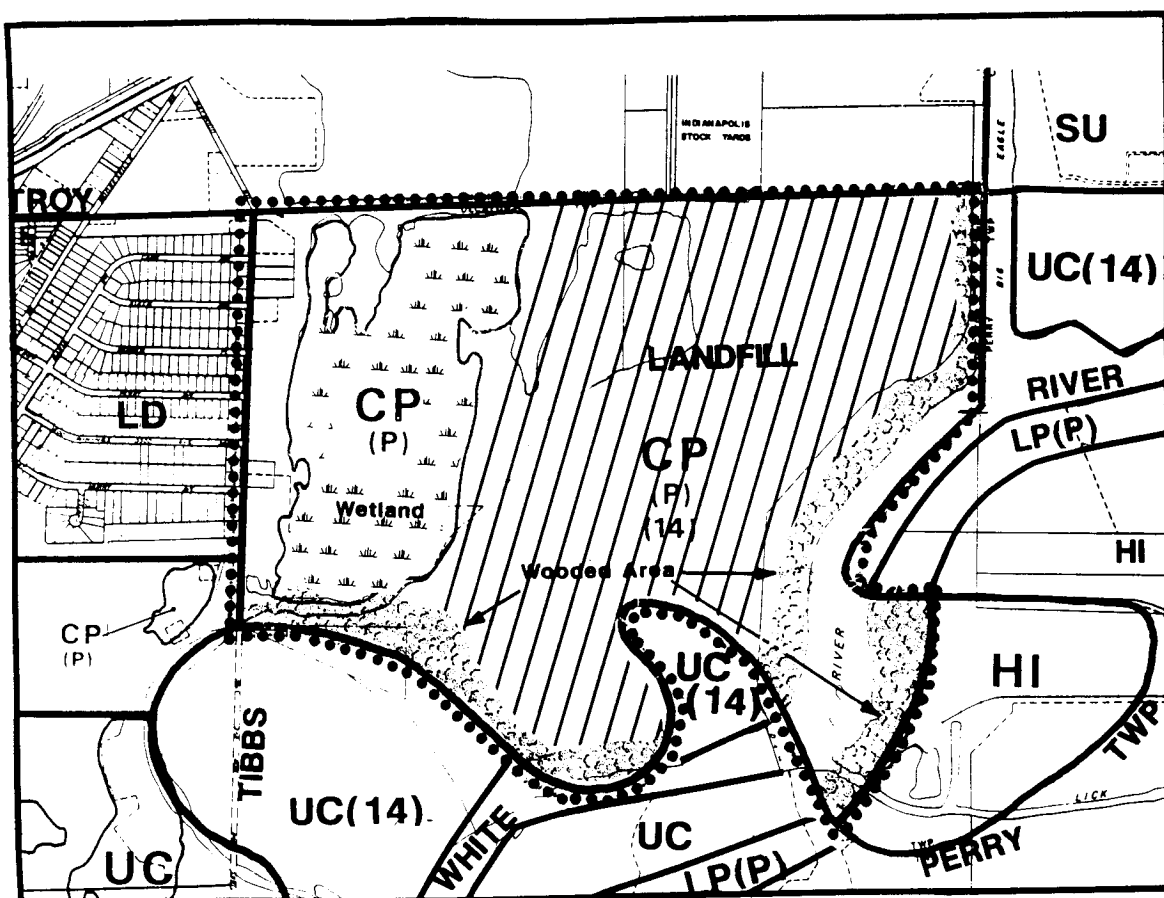
The site is on the Federal EPA Superfund list but is not identified as a Superfund site. The Superfund is a federal program which identifies polluted areas in the United States. These areas are evaluated and put on a Superfund list in a priority order for clean up. A Superfund site designated for clean up is eligible for federal government funding for such activity.

In the location of sand/gravel extraction activity (the large water body), much of the surface soil has been removed and replaced with water. Reclamation of the sand/gravel extraction areas by filling with replacement soil, sand, and gravel is difficult. These ponds may provide good recreational areas in the future.

- b. Drainage - The site is well drained with the exception of the White River's floodway and floodplain. Development of the site should cause no unusual drainage problems if conditions required by the City Drainage and Sediment Control Ordinance are followed.
- c. Environmental Constraints - Development should be sensitive to the White River, woodlands, wetlands, steep slopes, and ground water.

- d. Sanitary Sewers - The area can be served by the Belmont Waste Water Treatment Plant Bypass interceptor and adjacent small sewer service lines.
- e. Water Facilities - Water facilities are adjacent to the site.
- f. Transportation - The site is bounded on one side by Tibbs Avenue and Maywood Road, both collector roadways. There are no priority thoroughfare improvements near the site. Heavy truck traffic utilizes access points and routes to the area from State Road 67, in Wayne Township.

Map 16 - Critical Area 8



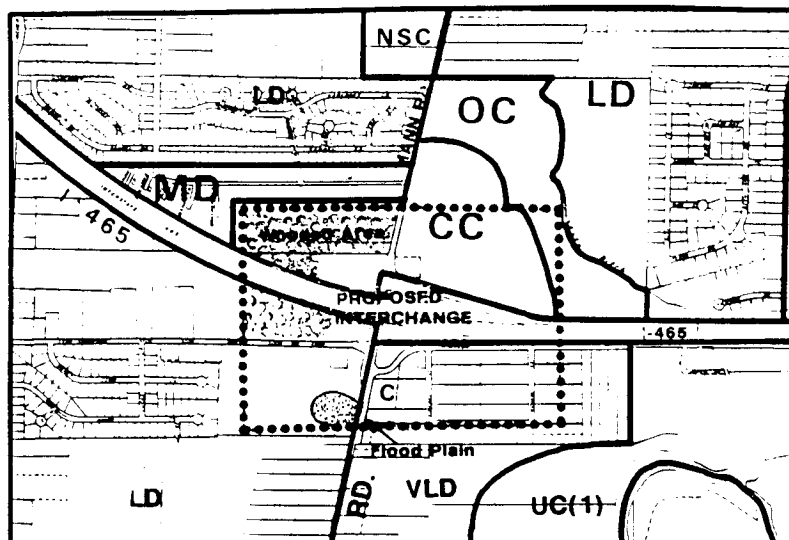
**Critical Area 9**

- Location: The area surrounding the existing half interchange (full proposed) at Interstate 465 and Mann Road.
  
- Land Use Plan Recommendation: Commercial Cluster, Office Center, Very Low Density Residential, Low Density Residential.
  
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Medium Density Residential - MD,  
Commercial Cluster - CC.
  
  - East: Commercial Cluster - CC,  
Office Cluster - OC,  
Very Low Density Residential - VLD.
  
  - South: Very Low Density Residential - VLD.
  
  - West: Low Density Residential - LD.
  
- Stage of Development: 5 (Established Suburban Area) and 6 (Developing Suburban Area).
  
- Why Critical: Need to protect and preserve right-of-way required for interchange improvement. Prevent commercial encroachment to the existing and planned residential areas south of I-465.
  
- Recommendations:
  - a. Obtain by dedication sufficient right-of-way for ultimate construction of a full interchange as recommended by the Thoroughfare Plan.
  
  - b. Regulate land use development according to the Comprehensive Land Use Plan Map recommendations. Position access drives and roadways such that their intersections with Mann Road, Thompson Road, and Mansfield Road will operate well with the proposed interchange.

■ Additional Data:

- a. Soil Limitations - This site's soil associations include Miami-Crosby and Urban Land-Fox-Ockley. These soil associations are both susceptible to erosion. They also have poor filter, wetness, and ponding characteristics. These soils are not acceptable for septic systems and the site should be served by sanitary sewers.
- b. Drainage - The site contains a flood plain area. Drainage is good due to topographic relief and nearby White River tributaries.
- c. Environmental Constraints - Development of the site should be sensitive to the steep slopes, wooded areas, and flood plain.
- d. Sanitary Sewers - Properties within the area not presently served by sanitary sewers. Sanitary sewers are located east of the area, near I-465 and Foltz Road.
- e. Water Facilities - The area does not currently have water service. Water facilities are located north and west of the area along Mann Road and Thompson Road.
- f. Transportation - The site surrounds the half diamond I-465/Mann Road interchange. The Thoroughfare Plan recommends that this interchange be made fully directional. It is a priority D improvement recommended for implementation between 2002 and 2005. Thompson Road and Mann Road are primary arterials with no priority improvements.

Map 17 - Critical Area 9





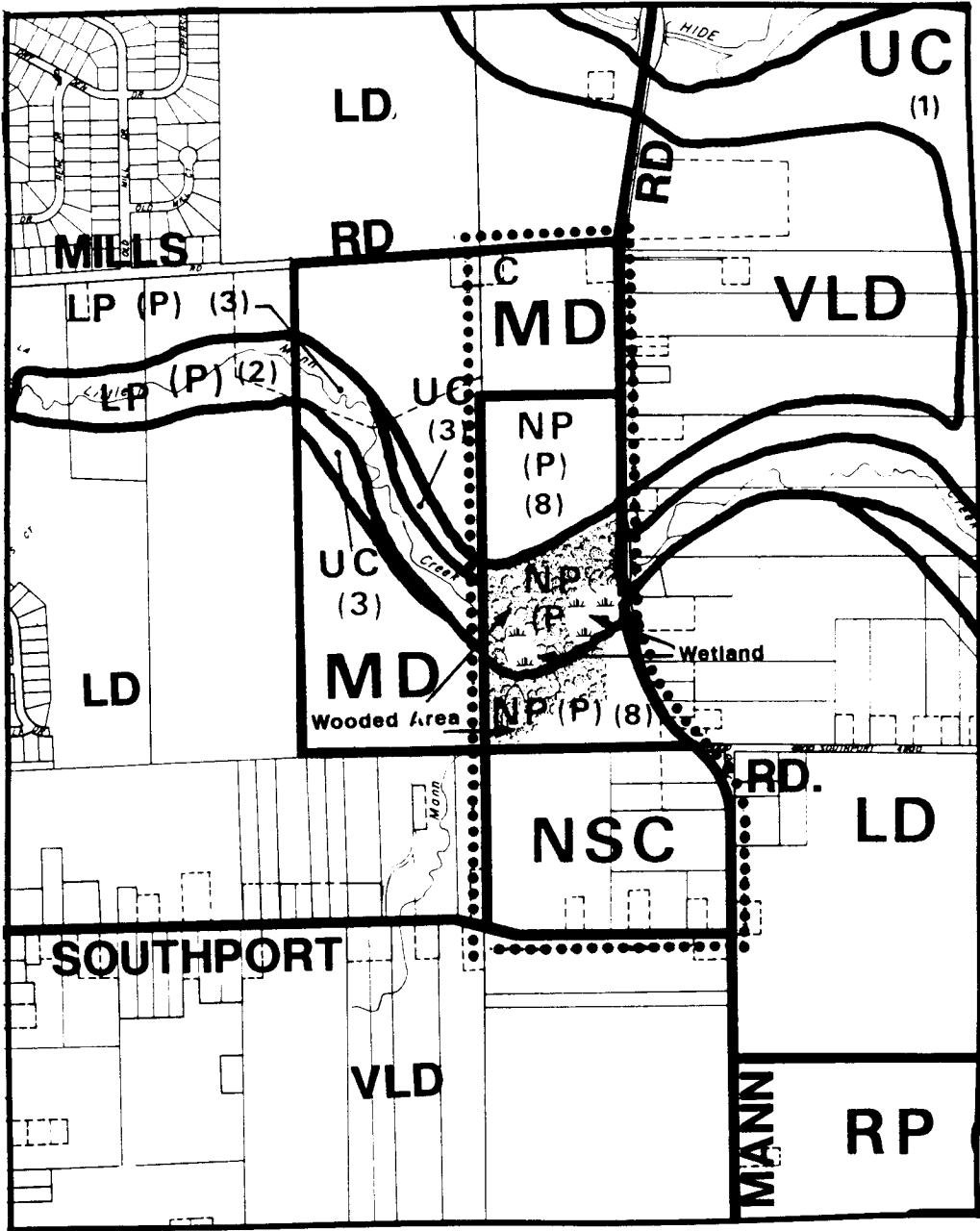
**Critical Area 10**

- Location: West of Mann Road, north of Southport Road, south of Mills Road.
  
- Land Use Plan Recommendation: Neighborhood Shopping Center, Neighborhood Park, Medium Density Residential, Neighborhood Park indexed to Neighborhood Shopping Center.
  
- Surrounding Land Uses Recommended in the Comprehensive Plan:
  - North: Low Density Residential - LD.
  
  - East: Very Low Density Residential - VLD,  
Urban Conservation indexed to Very Low Density Residential - UC(1),  
Linear Park indexed to Very Low Density Residential - LP(P)(1),  
Low Density Residential - LD.
  
  - South: Very Low Density Residential - VLD.
  
  - West: Low Density Residential - LD,  
Medium Density Residential - MD,  
Linear Park indexed to Medium Density Residential - LP(P)(MD),  
Urban Conservation indexed to Medium Density Residential - UC(MD).
  
- Stage of Development: 7 (Rural Area).
  
- Why Critical: Current C-4 zoning creates the potential for excessive amounts of commercial development in this critical area. Future development needs to allow for the protection of the area’s significant natural wetlands and woodlands.
  
- Recommendations:
  - a. Obtain land in park land use designated areas when possible for park development. Where not feasible, encourage environmental preservation measures and or park-like development of indexed (secondary recommendation, see page 20) commercial and residential uses.

- b. Commit to coordinated and integrated commercial development that is sensitive to environmental conditions.
  - c. Both Mann Road and Southport Road are primary arterials. Sufficient right-of-way should be preserved for necessary improvements of these roadways.
  - d. The proposed commercial center should developed as an integrated center with a limited number of access drives and a sign program. Development of the commercial center should be at the intersection of Mann Road and Southport Road.
- Additional Data:
- a. Soil Limitations - Miami-Crosby soil association predominates the site. This association is characteristic of wetness, ponding, and erosion, and is rated severe for septic systems.
  - b. Drainage - Much of the site is well drained, however, areas of the site further from Mann Creek may require drainage improvements. Appropriate site development should cause no unusual drainage problems if conditions required by the City Drainage and Sediment Control Ordinance are followed.
  - c. Environmental Constraints - The site contains wetlands and woodlands. These features should be preserved and ultimately integrated into development(s) when such development occurs.
  - d. Sanitary Sewers - The West Newton Interceptor is located north of the area, along Mills Road.
  - e. Water Facilities - No water service is available to the site. Water facilities are located west of the area, along Mooresville Road.
  - f. Transportation - Southport Road is proposed to be linked with Camby Road.

(See Map 18, next page)

Map 18 - Critical Area 10



## Conclusion

The Decatur Township Comprehensive Land Use Plan was developed over a period of approximately two years through a systematic and highly participatory process. During this time, City-County staff initiated the planning process, gathered and analyzed township data, and led planning committee meetings. The township planning committee worked with City-County staff for almost one year to develop the final plan. The plan's recommendations reflect thorough examination of township population, land use characteristics, infrastructure, and environmental limitations as well as open discussion of planning and development goals. The recommendations of the plan map and plan narrative will help guide the future development of Decatur Township.

The plan will be evaluated in the future to determine when there is a need for revision. Some of the factors that may indicate the need for a revision include fundamental changes in noise impacts from the Indianapolis International Airport, rapid development of all or part of the township, major changes in land use, significant increases in population, and extension of major sewer or water lines. Periodic revisions can be made via the adoption of new critical areas (see pages 17-19) or subarea plans, thereby keeping the Decatur Township Plan current without development of an entirely new township plan. When the time comes to revise the township plan as a whole, the process will again be thorough, highly participatory, and reflective of the community's planning and development goals.

## Appendix A

### Decatur Township Planning Committee

The following is a list of Decatur Township Planning Committee members who attended Committee Meetings. The planning committee was an open membership committee. The Division of Planning initiated committee formation by inviting all identifiable township leaders -- neighborhood organization presidents, school board members, City-County Council members, Metropolitan Development Commission members, and other community leaders. The Division relied upon community communication and also contacted local media to advertise the planning process and meetings.

Eight Planning Committee meetings were held for the formation of this Decatur Township Comprehensive Plan. The recommendations of this plan are the result of committee discussions and conclusions. Throughout the planning process the committee participated actively. The Division of Planning staff thanks each of the committee members for their invaluable participation and patience through out the months of review and revision that resulted in this Decatur Township Comprehensive Land Use Plan.

Ken Almon  
Tom Asher  
Robert Bannister  
Peggy Bartlett  
Rhonda Beage  
Doug Bernell  
William J. Blaser  
Ed Buckley  
Steve Bucy  
Mary Lou Cockrum  
Betty J. Davis  
James Dukes  
Bill Duncan  
Cindy Dunn  
Paul Enders  
Joyce Fitzpatrick  
Sue Franklin  
Rita Gale  
Jo Godley  
Warren Guthrie  
Gene Haflich  
Kathleen Hamant  
Eugene Hendricks

Fran Amos  
Paula Baldwin  
Ken Bartlett  
Andy Batt  
Orville Bergman  
Sharon Bernell  
Georganna Brouse  
Joseph Bucy  
Bob Cockrum  
Charles Coleman  
Bob Dix  
Sylvia Dukes  
Vivian Duncan  
Tony Elrod  
Paul Ferguson  
Cindy Fort  
Jack Gale  
N. Gllavh  
Mike Godley  
Mr./Ms. Homer Haase  
Shirley Haflich  
JoAnn Hayrold  
Wanda Hendricks

## **Appendix A (cont'd)**

### **Decatur Township Planning Committee**

Dale Henson	Ed Henson
Howard O. Hill	Maxine Hill
Tim Hines	Terry Hergenroether
Walter Hergenroether	Nina Hocker
Jason Holliday	Kash Holliday
Lisa Holt	Lois Horth
Allen E. Hughes	Michael Hughes
Laurenda Jackson	Tony Julian
Pam Kilbourne	Tim Kilbourne
Wanda Kilbourne	Leona Kowalewitz
David Jones	David Lakin
Helen Lambert	Carol Maddex
Dan Marsh	Judy Marsh
Kenneth Marsh	Glen Mendenhall
Keely Miller	Doug Mills
Jeff Mills	John E. Mills
Senator Morris Mills	Timothy Monger
Betty Montgomery	Dr. G. W. Montgomery
Bill Montrie	Rick Moore
Faye Mowery	Elsie M. Nicholas
Marie Nichols	Ann Nunley
Becky Nunley	John Nunley
Debra O'Dair	Jeff O'Dair
Duane O'Neal	Eric Owens
Sandy Owens	Andy Pritchard
Bob Pritchard	Patricia Winningham Pohler
Margaret Rather	Rob D. Reed
Betty Reilich	Joe Robinson
Margaret Robinson	Michael Rodman
C. V. Rogers	Nancy Ruff
Darrell R. Swartzentruber	Douglas T. Sherow
Phil Short	Vernon Sigler
Kristen Smelser	Paul G. Spragg
Thelma Stanton	Martha Stoopdill
Herman Strakis	Kevin Lee Strunk
Paul Stultz	Terry Sylvester
Norris Taylor	Mike Thomas
Yolanda Thomas	H. Allen Thorpe
Patricia Tutsie	John Van Buskirk
Virginia Vane	H.W. Walker

## **Appendix A (cont'd)**

### **Decatur Township Planning Committee**

Judy Weerts  
Lillie Williams  
Robin Winkle  
Idell Winningham  
Pamela Wright

Don Wilchmier  
Jack Winkle  
Herbert Winningham  
David Wray  
Merle T. Yeakey

